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ALTERNATES

April 2, 1992

SUBJECT:

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

PROJECT TITLE:

1993 Regional Comprehensive Plan (RCP)

The Southern California Association of Governments (SCAG) will be the Lead Agency and will prepare a draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the project identified above. We need to know the views of your organization as to the scope and content of the environmental information which affects your organization or is germane to your organization's statutory responsibilities in connection with the proposed project.

The project's description, location, and possible environmental effects are described in the attached materials. A copy of the Initial Study is attached.

If you have any comments, send them to SCAG at the earliest possible date. Comments must be postmarked no later than June 15, 1992. This allows for a 60-day public review period. If no questions arise, a response is not required.

Please send your response to Gustavo C. Perez at the address shown above and include the name of a contact person in your organization.

Project Applicant, if any: N/A

Date: April 9, 1992
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MAY 7 1992

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Signature Arnold I. Sherwood
Arnold I. Sherwood, Ph.D

Title: Director, Forecasting, Analysis and Monitoring

Telephone: (213) 236-1800

Reference: California Code of Regulations, Title 14.

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ГАИМОВОЕ АГЕНТСТВО ПО МОПАДОВА

Сообщество профессионалов в области образования и науки

ПРИМЕРЫ ИННОВАЦИЙ

ЭТИ ПРОУЧИАНИЯ ЭНДОМАНДО
БИДАЮТСЯ САМЫЕ СОВРЕМЕННЫЕ
БУДУЩЕСТВУЮЩИЕ
МНОГОДОБЫВАЮЩИЕ
КОМПЛЕКСЫ
ЭТИ УЧИЛИЩА СОВРЕМЕННЫЕ
СОВЕРШЕННО ПРОФЕССИОНАЛЬНЫЕ
ОБРАЗОВАТЕЛЬНЫЕ
СОЦИАЛЬНЫЕ ПРОГРАММЫ

LIST OF ACRONYMS

AQE	Air Quality Element
BLM	Bureau of Land Management
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CMA	Congestion Management Associations
CMP	Congestion Management Programs
DEIR	Draft Environmental Impact Report
DEIS	Draft Environmental Impact Statement
EE	Economic Element
FE	Financial Element
GME	Growth Management Element
HE	Housing Element
IWE	Integrated Waste Element
IGR	Inter-Governmental Review
LACC	Local Assistance and Compliance Committee
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
OSCE	Open Space and Conservation Element
RCP	Regional Comprehensive Plan
RDE	Rural Development Element
RME	Regional Mobility Element
RTP	Regional Transportation Program
WE	Water Element
WQE	Water Quality Element
RISC	Regional Institute of Southern California

CHAPTER I

NOTICE

The California Environmental Quality Act (CEQA) establishes the State policy for protecting and maintaining the quality of the environment. The law declares that public as well as private projects must take all necessary precautions to ensure that they do not have negative impacts on the environment. To satisfy CEQA requirements, SCAG has traditionally prepared Environmental Impact Reports for the regional plans prepared or coprepared by the agency, including the 1989 Regional Mobility Plan (RMP), the 1989 Growth Management Plan (GMP), and the 1991 South Coast Air Quality Management Plan (AQMP). All these plans need to be updated in 1992. Instead of updating each plan individually, SCAG has decided to prepare one comprehensive plan with multiple elements. Per CEQA, the proposed Regional Comprehensive Plan (RCP) constitutes a project (CEQA, Section 15378). Therefore, its environmental impacts must be evaluated.

The environmental evaluation will be prepared in compliance with the California Environmental Quality Act of 1970 (CEQA) and the National Environmental Policy Act of 1969 (NEPA), as amended, to inform SCAG staff, local elected officials and the residents of the region of the environmental effects associated with the proposed 1993 Regional Comprehensive Plan (RCP).

NOTICE OF A PUBLIC SCOPING MEETING

Pursuant to NEPA and CEQA guidelines, SCAG will hold a public scoping meeting on the preparation of the EIR/EIS (CEQA, Article 14) for the 1993 Regional Comprehensive Plan. The purpose of the scoping meeting is to solicit public input on the issues, alternatives, and mitigation measures that should be considered and evaluated in the environmental document. The first public scoping meeting will be held on *Wednesday April 22, 1992* in the main Conference Room, SCAG offices in Downtown Los Angeles - 818, W. 7th Street, 12th floor, Los Angeles, starting from 9:30 A.M. to 12:30 P.M.

The draft Notice of Preparation is available for public review at all major libraries. This is to give the general public adequate time to evaluate the issues raised in the Environmental Checklist (Chapter II of this document) prior to the scoping meeting.

The public comment period on the Notice of Preparation closes *June 15, 1992*, which allows 60 days for review and comment. Questions regarding the scoping meeting should be sent to Felix Oduyemi at the preceding address.

TYPE OF EIR

A "Program EIR" will be prepared for the RCP. CEQA distinguishes between "project" and "program" EIRs. While project EIRs are appropriate for discretionary projects whose site-specific impacts can be determined, program EIRs are recommended for policy documents like the RCP. CEQA requires that appropriate site specific impacts of the policies and control measures in policy documents like the RCP be assessed when the policies and programs are implemented.

Program EIRs are intended to examine the environmental impacts of a series of related actions including government initiation of broad policy programs. The intention is to allow local governments to consider policy alternatives that could include appropriate mitigation measures as part of the planning process, and to deal more effectively with cumulative impacts (CEQA Guidelines Sec. 15168[b]).

The level of detail included in this EIR is addressed in the CEQA Guidelines; "the degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR" (Sec. 15146[a]). CEQA, Section 15168 states that a program EIR should focus primarily on the general environmental effects that can be expected to result from plan adoption, leaving more detailed analysis to be completed in conjunction with project specific EIRs. Because of the general nature of the policies contained in the RCP, the environmental impact forecasts are also general or qualitative. In certain instances where site specific information is available, impacts will be quantified.

The RCP program EIR focuses subsequent environmental review on the implementation of policies contained in the plan. This concept of covering general matters in the Program EIR with subsequent narrower EIRs for specific projects and with incorporation by reference of the general discussion is known as "tiering" (Sec. 15385). Based on the text in the program EIR or its appendices, staff can determine the level of additional environmental evaluation that should be required of subsequent projects associated with the RCP. This will limit subsequent assessments to the identification of issues that were not previously considered in the program EIR, and will allow the project-specific EIRs to be focused solely on the new effects or detailed environmental issues not previously considered (Section 15168[d]).

ROLES AND AUTHORITY OF SCAG

SCAG is a Council of Governments and a regional planning agency, established pursuant to the State of California Joint Exercise of Powers authority. It has a number of roles and responsibilities mandated at the state and federal levels. Some of these responsibilities are noted below:

SCAG is the region's *Metropolitan Planning Organization*, authorized to maintain a continuous, comprehensive, and coordinated transportation planning process pursuant to 23 USC 134 (Federal Highway Act of 1962, as amended); 49 USC 1601 *et. seq.* (Urban Mass Transportation Act of 1964, as amended); 23 CFR Part 450; and 49 CFR Part 613.

SCAG is the authorized regional agency for *Inter-governmental Review of Federal Programs* proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review).

SCAG is the authorized *Areawide Waste Treatment Planning Agency* for the U.S. Environmental Protection Agency, pursuant to 33 USC 1288 (Section 208 of the Federal Water Pollution Control Act).

SCAG is the region's State-designated *Transportation Planning Agency*, responsible for both the preparation of the regional transportation plan and a transportation improvement program, pursuant to California Government Code 65080.5, Public Utilities Code 130301, and federal law (49 USC § 1607).

SCAG is the authorized *Regional Air Quality Planning Agency* responsible for developing the portions of the air management plan relating to demographic projections and integrated land use, housing, employment, and transportation programs, measures, and strategies (Growth Management Plan, Regional Mobility Plan), under California Health and Safety Code 40460 *et seq.*

SCAG is the authorized agency to analyze and provide *Air Plan Emissions Data* related to SCAG's planning responsibilities, pursuant to California Health and Safety Code 40460.

SCAG is the authorized *Co-Lead Agency* responsible for preparing the air quality non-attainment plan for the South Coast Air Basin, pursuant to 42 USC 7410 (Section 174)[a] of the Federal Clean Air Act).

SCAG is the authorized agency responsible under the Federal Clean Air Act for determining *Conformity of Projects* to the air plan, pursuant to 42 USC 7506.

SCAG is the authorized *Regional Solid Waste Management Planning Agency* responsible for developing a regional solid waste management plan, pursuant to 42 USC 6946 (Section 4006, Federal Resource Conservation and Recovery Act), and California Government Code Section 66708.6.

SCAG is the authorized agency responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code 65584.

SCAG is the agency responsible for preparing the *Southern California Hazardous Waste Management Plan* (with San Diego Association of Governments and Santa Barbara County/Cities Area Planning Council), pursuant to California Health and Safety Code 25135.3.

Under these and other mandates, SCAG is responsible for the preparation of the following Regional Plans:

- Mobility -- Long- and Short-Range Transportation Planning
- Air Quality Management (non-stationary sources)
- AQMP Non-Stationary Source Implementation Evaluation
- Transportation Improvement Program
- Regional Aviation Element
- Areawide Waste Treatment Management
- Regional Housing Needs Assessment.

SCAG is also the Designated Recipient of Federal Transit Administration (FTA) (formerly UMTA) Transit Operator Grants, and responsible for:

- Transportation Development Act Administration
- Coordination of High Occupancy Vehicle Project Review
- Development of the Regional Transportation Planning Model

PROJECT DESCRIPTION

In response to its various federal and state mandates, and to the needs of the region, SCAG Executive Committee has authorized the preparation of a Regional Comprehensive Plan (RCP) for the 38,000 square-mile Southern California region. The plan, which is expected to be the blueprint for managing the growth and resources in the region will contain policies and guidelines for local and subregional planning programs. The RCP is expected to align all the policies in the sectoral plans traditionally developed by SCAG. Previous planning efforts have focussed on singular issues with the result that some of the policies adopted in one plan were incongruent with those in other plans or programs, or with plans adopted by other agencies. The Executive Committee directed the development of the RCP to ensure that the policies adopted for the various functional elements complement rather than conflict with each other.

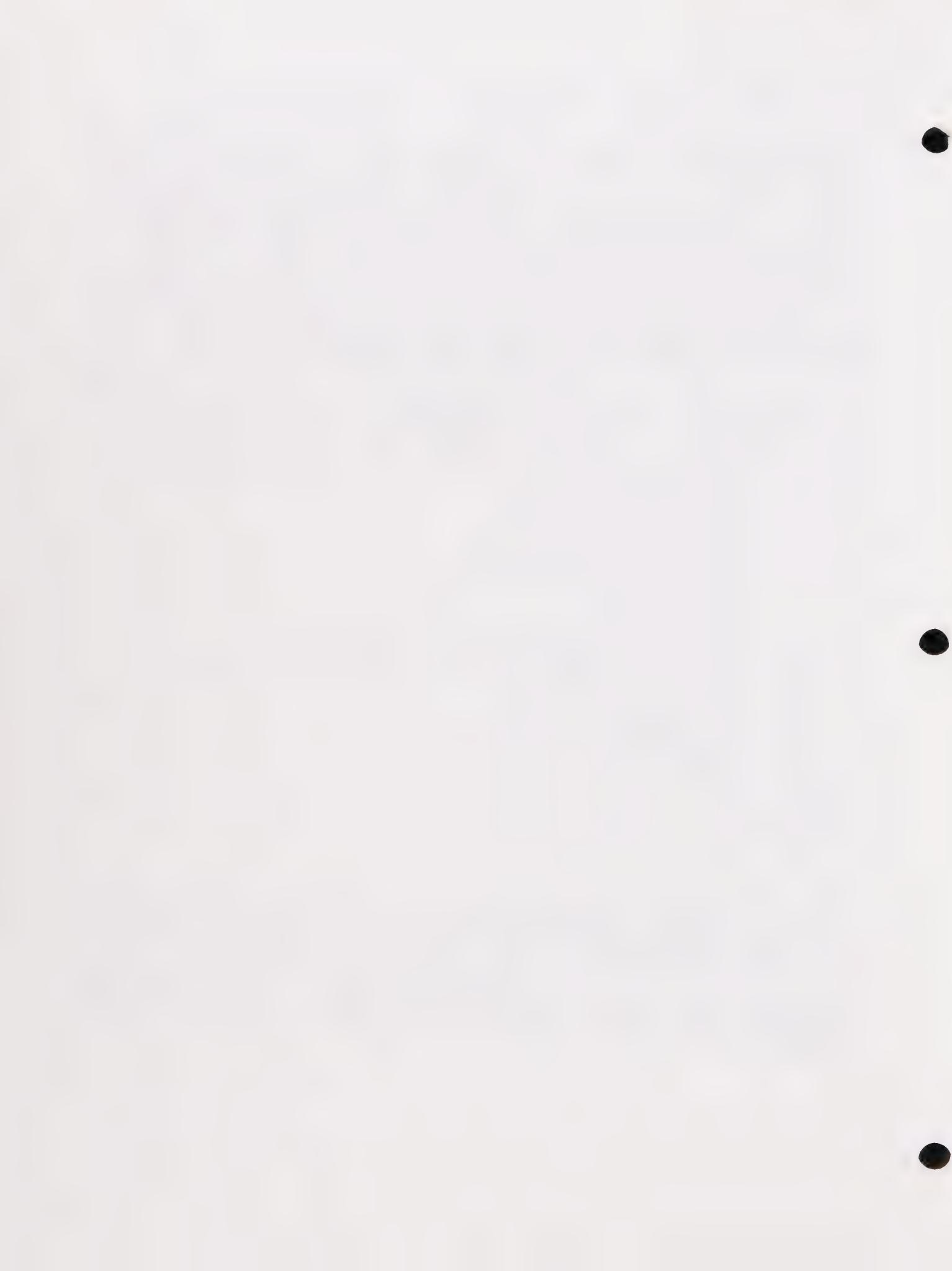
As proposed, the RCP will contain fourteen Elements with internally consistent policies. The plan will be developed in two phases. The first phase will focus on the following Elements:

1. Strategic Element
2. Growth Management Element
3. Regional Mobility Element
4. Regional Housing Element
5. Air Quality Element
6. Economic Element
7. Energy Element
8. Integrated Waste Element (Solid and Hazardous Waste)
9. Open Space and Conservation Element; including Outer-Continental Shelf
10. Rural Development Element
11. Water Element
12. Water Quality Element
13. Financial Element.

The following Element will subsequently be added:

14. Human Resources and Services Element

SCAG is responsible for the preparation of the first four Elements, and will be coordinating the development of the others with responsible agencies which have traditionally prepared single purpose (sectoral) plans consistent with the elements. Agencies working with SCAG in this effort include the California Energy Commission (CEC), the four regional Air Quality Management Districts in the region, Metropolitan Water District, the Federal Bureau of Land Management (BLM), Regional Institute of Southern California (RISC), and the Utility companies. A brief description of each element is provided.



STRATEGIC ELEMENT

Overview/Introduction

The Strategic Element will contain the broad regional goals, operating principles and strategies for managing the growth of the Southern California Region while protecting the environment, improving mobility, strengthening the economy, and ensuring improved quality of life for the region's residents. These strategies will link together for the first time the plans of the many agencies which currently prepare sectoral plans (air, water, transportation, etc.), in order to ensure better coordination on such issues as the impact on development, the assumptions of growth, and the ability to finance the resulting proposals.

Legislative Mandate

The SCAG Executive Committee directed the preparation of the plan after several rounds of mandated sectoral plans (i.e., 1976, 1980, 1984, and 1988 RTPs, and the 1979, 1982 and 1989 AQMPs had shown continued difficulties in implementation due in part to the inconsistency of the policies included in the sectoral plans.

Recent changes in both the federal and state laws demand better coordination of the policies adopted to guide growth and manage resources in the region. For example, the Federal Clean Air Act requires that actions be taken to improve the quality of air in the region. Attempts to achieve this objective should be balanced with the efforts to maintain or enhance the region's economic viability and the quality of life of its residents. The effort to clean the air should therefore be coordinated with efforts to achieve other beneficial objectives in the region. The Strategic Element should provide the forum where conflicting goals can be aligned and necessary compromises determined.

State Planning Law requires that local General Plans be consistent with regional goals and policies. The guidelines for General Plan development directs that "each local planning agency carries the responsibility to coordinate its general plan with regional planning efforts as much as possible. Issues of regional importance may include transportation, housing, schools, commerce, employment, growth management, public utility service, communications, infrastructure, solid and hazardous waste management, water and air quality, open space, and coordination of emergency services. Many of these items are identical to those that are routinely addressed in local general plans. For this reason, a local government must remain conscious of its policies' impacts upon the regional scene." (OPR General Plan Guidelines, 1990, pp 8-11).

The regional impacts of local planning policies have been addressed by both the legislature and the courts. In recent years, the courts have expanded the concept of community's general welfare to include the welfare of the region. In the 1976 landmark case *Associated Homebuilders of the Greater East Bay v. City of Livermore* 18 Cal. 3d 582, 601, the California Supreme Court examined the effect of the city's growth control ordinance on the welfare of the region and held that local actions must be tested for constitutionality based on their impact "not only upon the welfare of the enacting community but upon the welfare of the surrounding region." (OPR General Plan Guidelines, 1990, pages 8-11).

"If regional needs are to be satisfied, federal and state standards met, and coordination achieved in the location of public facilities, local general plans must include policies implementing regional objectives. Accordingly, local general plans should include an analysis of the extent to which the general plans' policies, standards and proposals conform to regional plans and the plans of the adjoining communities". (OPR Guidelines, p.9). The Strategic Element will contain the strategies to achieve this objective.

Performance Goals/Standards/Schedules (Federal and State)

The Strategic Element is not mandated by either federal or state law. However, federal, state, and regional goals and objectives can be met if local development - both capital facilities and land use - conform to regional plans. If a local general plan is to be an effective and realistic guide to future development, it must create a framework for local development consistent with regional plans. The Strategic Element provides a forum to discuss conflicting or competing regional and local objectives, and contains the strategies to implement regional goals and policies. The goals and standards specified by federal Conformity requirements and state planning laws will direct the content of the Element.

Previous Planning Efforts/programs/activities

As the Metropolitan Planning Organization for the region, SCAG is responsible for the development of regional policies for Growth Management, Transportation, Housing, and some components of air quality improvement plans. Although attempts have traditionally been made to coordinate all its planning programs, SCAG has never developed a "comprehensive plan" for the region. This constitutes the first effort to create a Strategic Element or Comprehensive Plan for Southern California.

Existing Pertinent Policies/Programs

Policies contained in the most current SCAG plans and programs including, the GMP, RMP, AQMP, and RHNA will serve as the starting point for the Regional Comprehensive Plan; pertinent policies in these plans will be incorporated into the Strategic Element. On-going programs of other agencies, including but not limited to the programs adopted by the County Transportation Commissions (CTCs) particularly their Congestion Management Programs (CMPs), and local governments General Plans, will provide input to the RCP. Existing federal and state requirements may also influence the policies to be included in the RCP. These include:

Federal Clean Air Act Amendments (CAA) and the associated Conformity requirements,
1991 Intermodal Surface Transportation Efficiency Act (ISTEA),
Regional Transportation Improvement Plan (RTIP),
State Implementation Plan (SIP) for Air Quality,
State Congestion Management Program.

Need to revisit existing policies or programs

Regional planning efforts have traditionally been focussed on single issues with little or no coordination between responsible agencies. The result is that policies and programs designed to respond to one issue often conflict with the programs designed to address other issues. The absence of a forum to resolve these conflicting objectives underscores the importance of the RCP and the Strategic Element.

Significant Issues to be addressed

The significant issues to be addressed are:

1. The impact of anticipated population growth in excess of previous projections. (The 2010 population which was projected to be 18.3 million has been revised; the 2010 population is expected to be 20.9 million. The ability of the existing regional plans and policies to adequately address the issues facing the region in view of the predicted population increase is questionable).
2. The distribution of growth within the region and the relationship of growth to infrastructure.
3. The impact of structural changes in the economy on the quality of life and standard of living of the residents of the region.
4. The need for coordination between and among sectoral plans and the agencies responsible for them.
5. The development of enforceable local, subregional and regional implementation strategies.
6. The ability of local plans to be consistent with regional plans and meet state and federal objectives while simultaneously providing adequately for the needs of their residents.
7. The ability of the region to meet mandated state and federal objectives in view of other conflicting legislative mandates and resource constraints.
8. The need for equitable and ubiquitous application of regional policies. Strategies need to be developed to ensure the commitment of local governments to implement adopted regional policies. (Policies adopted by SCAG affect all the jurisdictions in the region, not only its member jurisdictions).
9. Feasibility of revising existing state laws that may inhibit the implementation of regional policies or subregional cooperative planning programs.

Components of the Element (if applicable)

The Strategic Element will include the operating principles and strategies to implement the policies advanced for the sectorial Elements included in the RCP.

Proposed Policies / policy implication(s)

1. Utilization of common population, housing and employment projections for all sectoral, local plans for the Region.
2. Identification of inconsistencies between policies of existing sectoral plans. This should lead to gradual changes in policies to bring them into coordination toward common, agreed upon targets.
3. Identification of strategies to better coordinate growth with needed facilities and services. (The phasing of growth commensurate with infrastructure and service availability is required by State law).
4. Identification of strategies to promote a regional land use pattern that results in a more efficient use of resources and facilities while meeting local interests.
5. Identification of strategies to promote subregional planning, public/private partnership, and new or modified revenue sources and allocation system.
6. Identification / promotion of market incentives for implementing regional plans and policies.
7. Development of strategies to coordinate and simplify regulatory programs.

Implementation feasibility / enforceability

The Strategic Element is expected to be developed by the Strategic Coordinating Committee -- a composite of the various groups and agencies that will be affected by the plan. The policy development process will be an iterative "top down / bottom up". This is expected to facilitate implementation.

State and federal laws require consistency of local and subregional plans with the regional plans. SCAG has a standing Committee - Local Assistance and Compliance Committee (LACC), and an Inter-Governmental Review (IGR) program designed to assist local governments, County Transportation Commissions and other implementing agencies to develop plans and programs including the local General Plans and Capital Improvement Programs, and Congestion Management Programs, that are consistent with regional objectives. (Local and sub-regional plans and programs are subject to Conformity requirements, and County transportation programs, including the Congestion Management Programs have to be consistent with the RME and the AQE).

Successful implementation of the policies in the RCP is contingent on the level of acceptability of the policies in the plan by local and subregional agencies in the region. Implementation guidelines should be clear as to the obligations of the respective implementing agencies. Policies may have to be instituted to require an equitable and ubiquitous application of the policies in the RCP; as opposed to the current practice of voluntary submission of proposed local projects and programs, it will be mandatory that all "regionally significant" local and subregional plans and programs be submitted to SCAG's IGR Section to be reviewed for consistency with the RCP. Federal and state laws require consistency between local and regional plans.

Affected agencies / Implementing Agencies

All public and private agencies in the region.

Potential Implementation constraints

Potential implementation constraints include the following:

1. Local governments have the police power over land use decisions; It may be difficult to coordinate the various land use decisions made by the 185 local governments and special districts in the region.
2. Existing subregional institutions lack the legislative mandate to undertake subregional planning and cannot be held accountable for plan implementation - they do not meet EPA's definition for "enforceable commitments."
3. Lack of legislative framework or guidelines for interjurisdictional planning programs. For example, voter approval may be needed before two or more jurisdictions participate in revenue sharing programs. Legislation may be needed to effectuate policies for interjurisdictional joint development projects.
4. SCAG lacks a stable fiscal and financial base to undertake a comprehensive assessment, monitoring and reporting program.
5. Perception that the implementation of regional policies will adversely affect a local jurisdiction's fiscal health; the current practice of fiscal zoning and revenue driven land use planning may inhibit the pursuit of interjurisdictional cooperative planning programs. Current State law regarding the distribution of sales tax may have to be revamped to create new funding sources for local governments. State legislation may be needed.
6. Voluntary implementation of regional policies by local jurisdictions in the region; currently, submission of local plans and programs to SCAG to be reviewed for consistency and conformity with the regional policies is voluntary. Continuation of this practice will limit the effectiveness of the policies in the RCP.
7. Potential conflicts exist in the mandates of various agencies in the region. These conflicts need to be eliminated to facilitate the implementation of the RCP policies.

Policy Implementation Monitoring / Progress Reports

A Regional Master Environmental Assessment is developed to complement the RCP. The RMEA contains four monitoring systems:

1. Growth Monitoring System which assesses the location, distribution and intensity of growth in the region;
2. Infrastructure Assessment and Reporting System which assesses the relationship between growth and facilities and level of services;
3. Environmental Resources Management System which evaluates the impacts of growth on natural and environmental resources;
4. Mitigation Monitoring Program pursuant to Public Resource Code, § 21081.6.

These monitoring systems are designed to provide a status report on the implementation of the policies contained in the RCP. State law also requires that the CMPs prepared by the CMAs be submitted to SCAG to be reviewed for consistency with applicable regional plans and policies. State Housing and Community Development Department requires that local Housing Elements be consistent with SCAG's RHNA and other regional policies, and the State OPR has directed that local jurisdictions evaluate the impacts of their General Plan policies on the regional scene. SCAG's IGR program is designed to assist local governments to comply with applicable regional plans and policies. A "State of the Region" report containing the status of the implementation of the policies in the RCP will be prepared and presented to the SCAG Executive Committee yearly. Both the federal and state Clean Air Act Amendments require the preparation of "Reasonable Further Progress" (RFP) reports demonstrating the progress made towards attaining the requirements of both laws.

GROWTH MANAGEMENT ELEMENT

I. Introduction.

The Growth Management Element will present a vision of future growth in the SCAG region and propose land use policies for dealing with impacts of growth. The Growth Management Element will be based on an update of existing regional forecasts and of growth management policies to best reflect changes that occurred since the preparation of the current functional plans. The impact of 2.6 additional million over the 18.3 million current forecast for 2010 is likely to be significant. The GME will contain the growth forecast for the region and the policies for the distribution and management of the growth.

Legislative Mandate

Many federal grant programs, including the Clean Air Act Amendments, the Water Pollution Control Act, the Housing and Community Development Act of 1974, the Public Works and Economic Development Act of 1976, and the National Historic Preservation Act of 1966, require or encourage the consistency of federally assisted capital projects with local, regional, and state plans. For example, federal law (42 USC § 7506) requires that the population projections used for planning capital facilities conform to the assumptions contained in the regional air quality management plan adopted as part of the State Implementation Plan (SIP) when federal funding or approval is sought.

State law also requires consistency of local plans with regional growth projections and regional plans. For example, if a city or county adopts or amends a mandatory General Plan Element limiting the number of housing units which may be built on an annual basis, the jurisdiction must make findings that the action will not have detrimental effects on the region (Government Code Section 65302.8). Further, cities and counties must balance the housing needs of the region against the needs of their residents for public services and environmental resources (Government Code Section 65863.6 and 66412.3).

The network of publicly owned facilities, like roads, streets, water and sewer facilities, parks and recreational facilities define the form and framework of the community. The timing and pattern of installing capital improvements will affect the location and distribution of land uses and growth. State law recommends the coordination of facilities planning with land use planning (Government Code Section 65302 et. seq.). SCAG's guidelines for the implementation of regional plans underscores the coordination of land use planning and transportation planning, and directs that growth be phased commensurate with existing or planned waste water capacity. The basis of all planning efforts in the region is the growth projection contained in the GME.

Performance Goals, standards, schedule

The California and Federal Clean Air Acts stipulate that computations of air pollutant emissions be based on growth forecasts developed by the Metropolitan Planning Agency (MPO). The schedule for updating these plans would dictate the schedule for revising the growth projection component of the GME. Both federal and state laws are silent on specific goals and standards for growth management in the region. In previous planning efforts SCAG focussed policies on achieving a balance between jobs and housing, and improving air quality by reducing vehicle trips and the length of trips. Although not required by law, the GME will establish criteria for the allocation and distribution of growth to the subregions and local jurisdictions.

Previous Planning Efforts.

The 1989 Regional Growth Management Plan (GMP) presents growth forecasts used in the Regional Mobility Plan (RMP), the Air Quality Management Plan (AQMP) and the Regional Housing Needs Assessment (RHNA). It also presents the job/housing balance policy dealing with distribution of growth which is an important component of the RMP and AQMP strategies to improve mobility and air quality. The 1989 GMP established regional guidelines for local governments to implement the growth management policy. The plan establishes job/housing balance performance goals for each subregion and provides an implementation strategy centered on local government actions.

Since the plan was adopted, the growth management policy was modified to include recommendations of the Growth Management and Transportation Task Force. These changes, as well as, changes to the implementation schedule were included in the 1991 AQMP update. The basic changes are a redefinition of the goals of the growth management policy and tighter requirements to demonstrate commitment from local jurisdiction to implement the policy. Performance goals are defined in terms of subregional vehicles miles traveled (VMT) reductions with achievement of job/housing balance ratios as an option.

Existing Pertinent Policies and Programs

Policies in the 1989 GMP, 1989 RMP, and the 1991 AQMP will serve as the starting point for the Growth Management Element (GME). Future growth projection for the region will be based on the 1990 Census information.

Need to revisit the existing Growth Management Policy.

The predicted growth in the region is significantly higher than predicted for the 1989 plan. The original projection was that the population of the region will be 18.3 million in 2010. This has since been revised; the region's population is expected to be as high as 20.9 million in 2010. It is questionable whether the policies in the existing regional plans could adequately manage the future growth in the region particularly in view of this new projection.

Changes to both federal and state laws for Transportation, Air Quality, and Housing, also require that the GME projections and policies be revisited. Previous policy direction of the GME has been on achieving a balance between jobs and housing and on reducing VMT. To be considered adequate to achieve the new or updated requirements of both federal and state laws,

the GME needs to consider additional policies for better coordination of transportation, air quality, housing and infrastructure planning. This may require a redefinition of the region's urban form, creation of viable subregional institutions to implement regional policies, and overhauling the way resources are generated and distributed among the local and subregional entities in the region.

Growth Management as a transportation strategy in the Regional Mobility Element, and as a Transportation and Land Use control measure in the Air Quality Plan is subject to EPA's requirements for Transportation Control Measures. The effectiveness of the Growth Management Control Measure must be assessed and measured. The assumptions behind emission reductions due to growth management must be reviewed. Emission reduction targets for local jurisdictions must be determined. Local government actions necessary to achieve the emission need to be defined. A structure for implementation of the Growth Management TCM must be put in place. This required work will be essential in the development of the 1992 Growth Management Element.

Significant issues to be addressed in the Growth Management Plan.

The fundamental issue to be addressed by the Growth Management Element (GME) is how can the region affect the transition of urban form to one that provides for improved mobility, air quality and economic performance. The GME will include land use management policies and an implementation strategy.

The GME policy issues revolve around the following:

- projected growth and how best to cope with it;
- the issue of the design of a desired urban form and the development of land use policies that reinforce this desired land use pattern;
- reduction of VMT through land use decisions;
- establishment of performance standards for the region and for local jurisdictions;
- establishment of an implementation strategy based on local jurisdictions actions and the collaboration of subregional entities;
- determine what local jurisdiction actions would be the most effective to achieve the objectives of the Growth Management Policy;
- evaluate the use of market/pricing mechanisms to enhance implementation of the Growth Management Element.

The GME will also contain strategies to reduce "fiscal zoning" - a practice whereby local governments encourage developments with high tax revenue potential and discourage uses like affordable housing and other non-profitable land uses. Other sources of revenue will need to be identified. Policies will also focus on the phasing of growth commensurate with infrastructure and services availability.

Components of the Element

The Growth Management Element will comprise three separate components:

1. Growth projections;
2. Growth management policies, including the regional land use diagram;
3. Growth Management implementation strategies and programs.

Proposed Policies

The focus of the GME is the management and coordination of growth and resources in the region. Policies will focus on redefining the region's urban form, maximizing the use of the available and planned resources, including transportation facilities, and preservation of open space and other natural resources. Local governments will be encouraged to exercise their police power to satisfy their local objectives and regional goals. The fiscal health of many local jurisdictions is dependent on the type and quality of development permitted in the jurisdiction. This dependency often becomes a constraint to the implementation of regional policies. The GME will advance policies balancing the fiscal health of local jurisdictions with the attainment of adopted regional objectives.

Implementation Feasibility

Federal and state laws require consistency and conformity of local and subregional plans with regional growth projections and regional plans. Implementation will be facilitated if implementing agencies understand the implications of this requirement and if they participate in the development of the policies included in the GME.

Affected Agencies

All local governments and subregional agencies, SCAG, Air Quality Management Districts, County Transportation Commissions, Metropolitan Water District and other sub-regional water agencies, and the Utilities Companies.

Potential Implementation Constraints

Major implementation constraints include the following:

1. Local governments have the police power over land use decisions; It may be difficult to coordinate the various land use decisions made by the 185 local governments and special districts in the region.
2. Existing subregional institutions lacks the legislative mandate to undertake subregional planning and cannot be held accountable for plan implementation - they do not meet EPA's definition for "enforceable commitments."

3. Lack of framework or guidelines for interjurisdictional planning programs.
4. The perception that the fiscal health of a local jurisdiction will be adversely affected if their land use policies are substantially changed in response to regional concerns.

Policy Implementation Monitoring/Progress Report

A growth monitoring system is designed as part of the RCP. The efficacy of GME policies will be evaluated yearly and included in the "State of the Region" report to the General Assembly.

(See additional discussion under Strategic Element)



MOBILITY ELEMENT

Overview

The Mobility Element serves as the long-range blue-print for the region's transportation system planning.

Legislative Mandate

SCAG is the region's Metropolitan Planning Organization (MPO), authorized to maintain a continuous, comprehensive, and coordinated (three "C"s) transportation planning process pursuant to 23 USC 134 (Federal Highway Act of 1962, as amended); 49 USC 1601 et. seq. (Urban Mass Transportation Act of 1964, as amended); 23 CFR Part 450; and 49 CFR Part 613. "The MPO in cooperation with the state, shall prepare transportation plans and programs." (Helene Smookler, Mandates, Duties and Responsibilities of SCAG, 1990, P. 18).

The Mobility Element is intended to serve as the Regional Transportation Plan for the SCAG region, as set forth by Section 65080, Chapter 2.5 of the Government Code of California. State law requires that the transportation plan include (1) a policy element that considers both the short- and long-range components goals and objectives subject to funding constraints; (2) an action plan that describes the programs and action necessary to implement the plan and assigns implementation responsibilities; (3) a financial element that summarizes the cost of plan implementation, compares costs to projected revenue sources; (4) a transportation system management element in urban areas over 50,000 in population. This element shall include a description of the management process to be implemented and shall identify traffic mitigation systems.

Federal law has provided new stature to the Mobility Element through the Conformity provisions of the Clean Air Act and the funding implications of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA).

Performance Goals, etc.

Under State law, the Mobility Element is required to be updated, revised, or recertified every two years. The performance goal to be optimized under the 1989 RMP was to achieve the same level of system performance in 2010 as the region enjoyed in 1984. Performance goals, standards and specific schedules are associated primarily with the transportation provisions of the air quality plan. The federal and State Clean Air Acts contain specific requirements for Transportation Control Measures included in the Air Quality Management Plans for non-attainment areas. These requirements will be considered in developing the RME.

The 1991 ISTEA also contains certain provisions that should be considered. ISTEA and the TCMs require that the transportation plan shall at a minimum "identify transportation facilities -- that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions. In metropolitan areas which are in non-attainment for ozone or carbon monoxide under the Clean Air Act, the MPO shall coordinate the development of a long range plan with the process for

development of the transportation control measures of the State implementation plan required by the Clean Air Act...." The performance goals outlined in the CAA therefore apply to the RME.

Previous Planning Efforts

As the metropolitan Planning Organization for the region, SCAG is responsible for the preparation of the regional transportation plan and the Regional Transportation Improvement Program. The most current Mobility Plan for the region was adopted in 1989. The plan constitutes a portion of the adopted State Implementation Plan (SIP). Implementation of the 1989 RMP will continue until the adoption of the RCP. Through 1991, the County Transportation Commissions in the region worked with SCAG to prepare their respective Congestion Management Programs. Three of CTCs have submitted their CMPs to SCAG for review and approval, but two have yet to complete their plans or the associated environmental assessments.

All the planning efforts by Caltrans, the county transportation commissions and local governments, need to be considered when revising the Mobility Element. Specifically, such efforts as the Congestion Management Programs, projects and programs contained in the Regional Transportation Improvement Plan, and the county sales tax measures need to be considered. Other efforts that must be coordinated include the transportation control strategies contained in the AQMP/SIP consistent with new requirements of the federal CAA and ISTEA.

Existing Pertinent Policies and Programs

The policies contained in the RMP, GMP and AQMP, as well as the programs in the counties' Congestion Management Programs are existing policies and programs which must be taken into account. Furthermore, Executive Committee actions and directives as well as new direction in federal laws must also be examined.

Revisiting Existing Policies and Programs

The 1989 RMP assumed that the population of the region will be 18.3 million in 2010. The revised growth projection places the 2010 population at close to 21 million. It is doubtful that the policies for mobility and air quality improvement outlined in the 1989 Plan will be adequate for the region through 2010 and beyond, particularly with the addition of approximately 3 million people. Moreover, the new requirements of the ISTEA and CAA, particularly regarding the expeditious implementation of TCMs, demand that the Mobility Element be revisited and revised.

Significant Issues to Be Addressed

1. Trade-offs between providing additional transportation infrastructure and service enhancements/behavioral change inducements.
2. Projected long-term financial and infrastructure commitments for mobility versus legislative mandates to achieve specific performance targets for air quality purposes.

3. Developing Strategies to integrate or coordinate regional transportation with local land use decisions.
4. Developing comprehensive programs and strategies to ensure a balanced implementation of the various components of the transportation systems included in the RME. (Current implementation practices focus efforts on one component at the expense of the others. Expeditious implementation of the TDM and TSM measures is as essential as the development of new facilities).

Components of the Element

The RME comprises five components:

Transportation Demand Management (TDM) which focuses on actions and strategies to influence human behavior in such a way as to reduce their demand and impacts on existing transportation facilities and services;

Transportation System Management (TSM) which focuses on actions and strategies to make existing transportation facilities and services more efficient;

Facilities Development which focuses on additional facilities needed to improve mobility in the region;

Goods Movement which focuses on commercial freight operations, including trucking and rail and aviation;

Non-motorized Transportation which focuses on pedestrian and bicycle movement.

Proposed Policies

Policies will focus on strategies to integrate and coordinate land use planning and transportation planning. Local land use decisions should complement regional transportation policies. Policies will also be advanced to ensure a balanced implementation of all facets of the transportation plan. In previous efforts implementation has skewed in favor of strategies for which funding is available -- facilities.

Implementation Feasibility

State law requires that CMPs be consistent with the regional transportation plans and that local Circulation Elements be consistent with "applicable state and regional transportation plans (see Government Code Sections 65103[f] and 65080 et. seq.) Likewise, the state must coordinate its plans with local governments (Government Code Section 65080 (a) and the federal government is under a similar obligation - Section 134, Title 23 of the U.S. Code).

A local general plan cannot be considered legally adequate if its circulation element is inconsistent with the applicable regional transportation plan, or with other elements in the general plan (see *Concerned Citizens of Calaveras County v. Board of Supervisors of Calaveras*

County (1985) 166 Cal.App.3d90, *Twain Harte Homeowners Association v. County of Tuolumne* (1982) 138 Cal.App.3d664, and *Camp v Mendocino County Board of Supervisors* (1981) 123 Cal.App.3d334). Similarly, CMPs have to be consistent with the regional transportation plans. Policies included in the RME are therefore implementable through local general plans or county CMPs.

Federal conformity requirements also require consistency between the regional transportation plans and the applicable air quality management plans. SCAG as a MPO is legally obligated to demonstrate expeditious implementation of the TCMs adopted to improve air quality in the region.

Affected Agencies

Federal agencies including Transportation, Environmental, Commerce, and Aviation; Caltrans; County Transportation Commissions; Local Jurisdictions; Private transportation and transit agencies.

Potential Implementation Constraints

Potential implementation constraints include:

1. Inadequate effort is currently devoted to integrate and coordinate land use and transportation planning. While 185 local jurisdictions are legally responsible for land use decisions, other agencies including SCAG, the County Transportation Commissions, and Caltrans are responsible for transportation planning and programming.
2. Inadequate resources to implement all facets of the transportation system as planned. Implementation of programs or transportation system components for which funding is available often takes precedence over other equally important components. Legislation may be needed to shift money to other areas as needed.
3. Inadequate resources to educate local governments and to assist them to develop land use strategies which are consistent with adopted regional transportation policies.

Policy Implementation Monitoring/Progress Report

Conformity

State and federal Reasonable Further Progress Reports
Congestion Management Program Performance Evaluations
SCAG IGR Program and RMEA Monitoring Systems

(See discussion under the Strategic Element).

AIR QUALITY MANAGEMENT ELEMENT

Overview/Introduction

The Air Quality Management Element (AQME) will contain a summary of proposed air quality measures addressing mobile, stationary and area sources in order to depict their planning and managerial relationship to the other elements of the Regional Comprehensive Plan with particular attention to growth management, mobility, economy, energy, and open space. This element will meet the requirements of the Metropolitan Planning Organization responsibilities under the Federal Clean Air Act (1990) to develop local government transportation and land use measures (Transportation Control Measures) to be submitted for the air quality management plans in the air basins within the SCAG region, subject to the approval of the appropriate Air Quality Management Districts or Air Pollution Control Districts. The SCAG region encompasses all or parts of three air basins: the South Coast, the South Central Coast and the Southeast Desert. The South Coast Air Basin falls under the jurisdiction of the South Coast Air Quality Management District. The Ventura County portion of the South Central Coast Air Basin comes under the jurisdiction of the Ventura County Air Pollution Control District. Portions of the Southeast Desert Air Basin are under the jurisdiction of the San Bernardino County Air Pollution Control District, the Imperial County Air Pollution Control District and the South Coast Air Quality Management District (portion of northern Los Angeles County and most of Riverside County).

The Air Quality Management Element will be based on the growth management forecast of population, housing and employment prepared as part of the Growth Management Element and used to estimate current and forecast vehicle trips and vehicle miles traveled in the Regional Mobility Plan. The Transportation Control Measures of the Regional Mobility Plan pertaining to transportation facilities, system management, demand management and growth management (by subregions) -- will be included in the Air Quality Management Element to the extent that the measures contribute to the reduction of air pollutants and meet the air quality and transportation goals and performance standards of the state and federal legislation and guidelines from the Environmental Protection Agency (EPA), the California Air Resources Board (CARB), Caltrans and the federal Department of Transportation.

The element will address the use of stated strategies for addressing air quality through transportation and growth management, including command and control (state, regional, and local ordinances), as well as market strategies as an overall approach and as a part of particular TCMs. The examination will include marketable permits. The analysis of the two strategies will include the effect on the economy and the delivery of transportation projects in a predictable and timely manner. The element will address the issue of the procedures for amending the plan that will serve the goals and performance standards for air quality, modeling, transportation, growth management, and a stable and prosperous economy.

The process of developing the Air Quality Management Element will be through the appropriate SCAG and SCAQMD committee structure and the Memorandum of Understanding that are developed with the SCAQMD and other Air Pollution Control Districts in the region, County Transportation Commissions/Congestion Management Associations, general purpose government and/or subregional organizations with legal standing.

Legislative Mandate

SCAG's development of the Air Quality Management Element (AQME) for the SCAG region is based on federal and state legislation. SCAG is the designated Metropolitan Planning Organization (MPO) for the six counties of Ventura, Los Angeles, San Bernardino, Riverside, Orange and Imperial. As the MPO for the region, SCAG "shall have the responsibility for preparing and approving the portions of the plan relating to regional demographic projections and integrated regional land use, housing, employment and transportation programs, measures and strategies" {Health & Safety Code § 40460(b) and 42 USC § 7504(a)(b)}. As a part of the three "C" regional planning process (23 USC § 134), SCAG is required to ensure that planning for growth, transportation, air quality and other regional elements identified in the NOP are continuing, comprehensive and coordinated.

There are also federal and state mandates governing air quality plans within the respective air basins, based on their non-attainment status. The authority for preparation of an Air Quality Attainment Plan is found in the Health and Safety Code (Chapter 10, § 40919 et. seq.). Federal air pollution requirements are based on the Clean Air Act as amended in 1990 (Public Law 101-549). The Clean Air Act is also supported by a series of US Environmental Protection Agency guidance documents on such subjects as conformity, transportation control measure information and effectiveness, vehicle miles traveled tracking and forecasting, and, transportation and air quality planning. These guidance documents have been released in draft form during the Spring, Summer and Fall of 1991. Final documents are scheduled for release Winter through Summer 1992.

Federal non-attainment area designations by emission category, and [classification and attainment date] are detailed by air basin as follows:

<u>South Coast</u>	for ozone [extreme - 11/15/2010], carbon monoxide [serious -12/31/2000], and particulate matter (PM10).
<u>South Central Coast</u> (Ventura Co portion)	for ozone [severe 15- 11/15/2005].
<u>Southeast Desert</u> (San Bernardino Co portion)	for ozone [severe 17 - 11/15/2007] and particulate matter (PM10).
(Coachella Valley portion)	for particulate matter (PM 10).
(Imperial Valley portion)	for particulate matter (PM 10).

The interim conformity requirements of the Federal Clean Air Act pertain to applicable plans for carbon monoxide, ozone and PM-10. The applicable implementation plan for each of the three air basins are:

<u>South Coast</u>	1979 State Implementation Plan and the 1989 Air Quality Management Plan , as amended.
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South Central Coast (Ventura Co portion) 1982 Air Quality Management Plan and the 1988 Air Quality Management Plan.

Southeast Desert 1979 State Implementation Plan.

Selective requirements, standards and schedules from the California Clean Air Act are as follows:

- o Include all reasonably available transportation control measures.
- o Include a schedule for implementing TCMs, identifying potential implementation agencies, and interagency agreements necessary to implement the plan.
- o Develop implementation schedule according to rank ordering based on cost effectiveness.
- o Transportation control measures to substantially reduce the rate of increase in passenger vehicle trips and vehicle miles traveled.
- o 1.5 average vehicle occupancy during weekday commute hours by 1999.
- o No net increase in vehicle emissions after 1997.
- o Adoption of contingency measures.
- o Adoption of procedures for monitoring effectiveness of and compliance with the plan.
- o Development of public education programs to improve effectiveness of TCMs.

Previous Planning Efforts/Programs/Activities

The following documents represent the most current Air Quality Management Plans for the three air basins:

South Coast

Final 1991 Air Quality Management Plan (July 1991), including 14 Technical Appendices and 20 Supporting Technical Reports.

South Central Coast

Final Ventura County 1991 Air Quality (Ventura Co. portion) Management Plan (November 1991), including 9 Technical Appendices.

Southeast Desert

Final San Bernardino County 1991 Air Quality (San Bernardino Co. portion) Attainment Plan (August, 1991), including 9 Technical Appendices.

(Coachella Valley portion) Final 1990 State Implementation Plan for PM 10 in the Coachella Valley (December 1990), including 8 Technical Appendices (Adopted by South Coast Air Quality Management District).

(Imperial Valley portion) (To be determined)

Existing Pertinent Policies and Programs

The following summaries of pertinent policies and programs are extracted from the respective air basin plans and policy documents:

South Coast

Since adoption of the 1989 AQMP, 3- stationary source control measures have been adopted by the District or ARB. A total of 29 Tier I control measures are included in the 1991 AQMP to reduce emissions from point sources. A total of 37 Tier I area source measures are included in the plan. Since development of the 1989 AQMP, a total of 10 on-road mobile source control measures have been adopted by ARB. The 1991 plan adds 33 new mobile source-and transportation-related control measures. Key strategies: tighter vehicle emission standards; requiring the sale of zero emission vehicles beginning in 1998; allowing the use of alternative fueled vehicles; and, requiring widespread availability of alternate fuels. The 1991 plan includes 22 transportation and 1 land use control measures, with a heavy focus on local government's role in plan implementation. Key strategies: subregional VMT equivalent targets added as options to job-housing balance ratios for growth management control; highway, transit and HOV facilities funding strategies adapted to recent funding measures; additional interim dates added and target dates for implementing several measures extended; market-based programs emphasized, such as replacing free parking with a transportation allowance; and, pricing strategies proposed as an alternative to HOV lane requirements for toll roads. New sections are added to the 1991 AQMP on toxic air contaminants, global warming and ozone depletion, and energy.

South Central Coast

The 1991 AQMP (Ventura Co. portion), includes 25 new and revised stationary source control measures. These strategies represent full implementation of known technology to currently reduce emissions of ROG and NO_x, the precursors of ozone. Rule 210, the District's Trip Reduction Rule is the framework for implementing TCMs in Ventura County. The District's indirect source program is tied to Rule 210, Ventura County's CEQA guidelines for air quality impact assessments, and commitments from local governments to implement TCMs. The District is committed to evaluating new indirect source control programs, including a more stringent Rule 210, and a permit program for new or modified indirect sources. The District is committed to revising its "New Source Review" rule to ensure that there is no net increase in emissions of ROG or NO_x from all new and modified stationary sources. The District's response to the PM 10 problem is to rely on the control strategies that will reduce the ozone problem. The District has adopted three clean fuels goals and will attempt to promote clean fuel vehicles. Finally, the 1991 Plan incorporates ARB programs to address on-road and off-road mobile source controls and clean fuel regulations.

Southeast Desert

The San Bernardino County 1991 Air Quality Attainment Plan (San Bernardino Co. portion) focuses on indirect, transportation and area source control programs. The District has prioritized indirect source programs which need to be developed to reduce emissions as follows:

1. Transportation Control Measures
2. Dust Control
3. Energy Conservation
4. Waste Reduction.

The Plan identifies 15 stationary sources identified for controls by 1994 for ROG and NOx. Finally, the plan identifies 7 proposed and adopted rules for addressing the toxics problems in the county.

(Coachella Valley portion) The Coachella Valley PM₁₀ plan focuses primarily on local action. Riverside County and the Cities in the Coachella Valley will be responsible for enacting local ordinances, and establishing street cleaning and PM₁₀ reduction programs. CVAG will coordinate implementation and monitoring of local government actions. The South Coast Air Quality Management District will play a major role in providing technical support, including:

1. Establishing a Technical Working Group
2. Management of control measure effectiveness through demonstration tests
3. Development of model ordinances
4. Training programs for local inspectors
5. Funding assistance to CVAG during the initial implementation year.

(Imperial Valley portion) To be determined.

Need to Revisit Existing Policies or Programs

Existing policies in each air basin plan will be reviewed in the process of developing the Air Quality Management Element. New Federal Clean Air Act guidance will provide the primary impetus for developing new or revised control strategies. In the transportation and land use area particular attention will be given to packaging of measures. Within the South Coast Air Basin, focus will be on a bottoms up approach to policy and program development. A number of subregional efforts are currently underway, as well as through the SCAG and SCAQMD committee structure, including the Transportation Control Measures Working Group.

Significant Issues to be Addressed

The following policy issues have been identified to help provide guidance in the development of the Air Quality Management Element:

1. With regard to TCMs, what is the policy for balancing between market incentives and command control and implementation techniques?

2. What are the policy tradeoffs between achieving the goals and standards for air quality and those for transportation, growth management and housing?
3. What economic policy should be used in considering trade-offs on proposals to achieve transportation and air quality policy?
4. What leadership roles can elected officials take in developing, negotiating, and advocating transportation, air quality and economic policies for the Regional Plan.
5. What policy guidance can be provided in developing air quality, transportation and growth management plans that are coordinated for the three air basins: South Coast, South Central Coast and Southeast Desert?
6. What is the appropriate policy balance between technological innovation, behavioral modification, and funding in implementation of air quality and transportation policies?
7. Based on existing experience in assessing projects, what policy guidance is required to realize jobs/housing balance or vehicle miles traveled targets?
8. How do we determine the emission budgets for the region and get agreements among local jurisdictions?

The following technical issues have been identified for preparing the Air Quality Management Element (AQE):

1. Need to agree on process for establishing emission budgets for various portions of the plan including transportation and land use measures.
2. Need to agree on the process for developing transportation and land use control measures from the bottom up (i.e. local sub regional involvement).
3. Need to determine how to package or consolidate transportation and land use control measures consistent with the Federal Clean Air Act.
4. In the development of transportation and land use control measures, need to focus on modeling and data base consistency and on enforceability of measures.
5. Need to incorporate conformity and monitoring revisions into the AQE consistent with EPA guidance.

Components of the Element

The following major components have been identified for inclusion in the Air Quality Management Element:

- o Current Air Quality
- o Current and Future Emissions
- o Goals/Objectives/Policies
- o Control Strategies
 - Stationary Source Strategies
 - Mobile Source Strategies
- o Implementation
 - Control Measure Responsibilities and Schedule
 - Conformity and Monitoring
- o Coordination Between Air Basins

Proposed Policies/Policy Implications

No specific policies have been developed to date for the Air Quality Management Element. In the development of policies and policy implications the following principles will be stressed:

1. Utilization of commonly agreed to data bases for population, land use, housing and employment.
2. Utilization of commonly agreed to methodologies for calculating emissions reductions from control measures.

Implementation Feasibility/Enforceability

The implementation feasibility/enforceability of the Air Quality Management Element will be directly tied to the implementation mechanisms and enforcement procedures set forth in the respective air basin plans and subsequently adopted by Federal, State or Local agencies, as appropriate. The principal mechanism available to SCAG to facilitate implementation is the Federal conformity process and the Regional Transportation Improvement Program.

Affected Agencies/Implementing Agencies

Affected agencies include the Federal and State governments (principally US Environmental Protection Agency and California Air Resources Board). All units of local government are affected {principally general purpose local governments, County Transportation Commissions (CTCs), Air quality Management Districts (AQMDs) and local Air Pollution Control Districts (APCDs)}. Implementing agencies include identified units of federal, state and local government.

Potential Implementation Constraints

The potential constraints to implementing the Air Quality Management Element are as follows:

- a. Economic conditions within the region as impacted by air quality regulations.
- b. Financial conditions as they relate to implementing specific control measures.
- c. Public acceptance levels for further air quality regulations.
- d. Social impacts of air quality regulations on specific groups (handicapped, age, sex, race, ethnic, etc.).

Policy Implementation Monitoring/Progress Reports

Implementation of the plan will include continuous feedback on the performance of the strategies. SCAG and the respective Air Quality Management Districts will prepare Semi-annual reports to the California Air Resources Board on implementation of local government measures and periodic Reasonable Further Progress Reports to ARB and US EPA.

HOUSING ELEMENT

Overview

Using the Growth Management Element as a basis, the Housing Element, determines the housing characteristics and needs for each of the local jurisdictions in the region in order to meet the cumulative housing needs of the region's present and future residents.

Legislative Mandate

- o SCAG's Regional Housing Needs Assessment (RHNA) per AB 2853 (Roos)
- o State Housing Element Law

The State Housing Law requires SCAG to identify both existing and future housing needs every 5 years by four income categories: very low, low, moderate and above moderate. The 1988 RHNA identified each jurisdiction's existing housing need, (as of January 1, 1988), and future housing need for the period of July 1, 1989 to July 1, 1994. The Housing Element of the RCP will review issues over and beyond the legal requirements filled by the RHNA. Each jurisdiction will use these regional guidelines and numbers as a starting point for the identification of housing needs in the housing Element of its General Plan.

Performance goals/standards/schedules (federal and state)

- o Regional Housing Needs Assessment
- o Regional Housing Market Assessment
- o Annual Monitoring Reports

Previous Planning efforts/program/activities

1. Regional Housing Needs Assessment, 1988
2. Regional Housing Strategy Paper, 1986
3. Regional Housing Needs Assessment, 1983

Existing pertinent policies

Regional Housing Needs Assessment, 1988

Need to revisit the existing policies/programs

Regional Housing Needs Assessment, updated every 5 years per State Housing Law.

Significant issues to be addressed

- o Housing affordability
- o Housing costs
- o Housing finance
- o Overcrowding
- o Housing preservation and Rehabilitation
- o Homelessness

Components of the Element (if applicable)

Not applicable

Proposed policies/policy implications

1. Should each jurisdiction or "subregion" be responsible for addressing regional "fair-share" goals for new construction, rehabilitation and preservation of housing?
2. Whether it is a local government or subregional based approach, how is city and county accountability achieved for: 1). designing housing programs that serve and increasing resident population and newcomers (with timelines that ensure that housing needs of all income groups are met), and: 2). identifying adequate sites that have appropriate zoning density and physical development standards for achieving state mandated fair share and equal housing opportunity goals?
3. In order to promote more efficient commute patterns, improve mobility and lessen adverse environmental impacts (air, water, waste, energy), should each city and county or, in the alternative, a subregion, provide a certain level of mixed income housing opportunities in any new residential or non-residential development proposal? If so, how can "inclusionary/fair share" targets be met without impairing developer "financial feasibility" and "requiring" local governments to adopt zoning density, parking, reduced development standards, fee reductions and other policies that may be "unpopular" and a financial or environmental burden? How can compliance be financed given these trade-offs?
4. What kinds of "incentives" or "penalties" are needed to assure that "fair-share" and economic integration housing goals are met and local resources put to their most effective use (redevelopment funds?) Should transfers or pooling of housing resources and needs be allowed? If so, under what safeguards and over what geographic areas?
5. Can housing unit growth "realistically" catch-up and keep pace with population growth? Should we assume a unit for every household or are we at a point where we must assume a "certain" degree of overcrowding and future household sizes that are larger when compared to the rest of the country?

Implementation feasibility/ enforceability

- a. State Housing Law including "Fair Share" housing requirements
- b. Redevelopment Law and housing set aside requirements

Affected agencies / implementing agencies

Cities, Counties, Subregions and special purpose agencies

Potential implementation constraints

Subsidy, financing, environmental (air, water, mobility, etc.,) and "quality of life" (parking, traffic, density, and affordable housing)

Policy implementation Monitoring / Progress Reports

Annual Housing Element progress reports on implementing "fair share" housing needs by planning departments which are sent to local legislative bodies and State Department of Housing and Community Development. The SCAG IGR program will monitor consistency and conformity of local jurisdictions' Housing Elements with RHNA and the RCP.



ECONOMIC ELEMENT

Overview/Introduction

A credible and comprehensive analysis of economic changes facing the region is the key to successful policy making in the 1990s. The primary objective of the *Economic Element (EE)* is to provide new regional employment forecasts. These forecasts will be used as a principal input in the development of regional policies dealing with air quality, transportation, water quality and land use. The secondary objective of the *EE* is to identify components of an economic development strategy for Southern California, the aim of which is to expand the region's economic opportunities in a manner that is both equitable and compatible with environmental protection and improvement in the quality of life.

Specifically, the Economic Element of the Regional Comprehensive plan is designed to accomplish the following tasks: (a) prepare a draft baseline projection for employment; (b) investigate economic transitions facing the Southern California region and assess their job impacts; (c) collect and provide information on the key socio-economic and equity issues raised by changes facing the Southern California economy; (d) develop employment forecast alternatives for the region based on analysis of transitions facing the Southern California economy, and (e) make recommendations about the components of an economic development strategy for the Southern California region.

Legislative Mandate

There is no legislative mandate for a Regional Comprehensive Plan to include the Economic Element.

Performance Goals/Standards/Schedules (Federal and State)

Not Applicable.

Previous Planning Efforts/Programs/Activities

One task of the Economic Element is to prepare a Draft Baseline Projection for employment. With several improvements, the employment projection basically follows the methodology and analysis framework developed previously in the SCAG87 Growth Forecast Policy. The employment forecasts were used as a principal input in the development of 1989 Regional Growth Management Plan, Regional Mobility Plan and the Air Quality Management Plan.

Existing Pertinent Policies/Programs

Not Applicable.

Need to Revisit the Existing Policies or Programs

Not Applicable.

Significant Issues To Be Addressed

- Economic transitions
- Economic Development Strategy compatible with environmental protection and improvement in the quality of life
- Strategies to obtain the fiscal resources available to support economic growth
- Ability of the region to develop the necessary skills needed in the changing economy.

Components of the Element

- Draft Baseline Projection for Employment:

The draft baseline employment projection is a calculation of what the employment growth of the SCAG region would be if the demographic and economic forces that we have experienced over the past decade continue through the year 2010. With several improvements, the employment projection basically follows the methodology and analysis framework developed previously in the SCAG87 Growth Forecast Policy: *Shift-Share Analysis*. In this approach, regional job growth and distribution in 2010 depends on independent (non-SCAG) projections of employment at the state and national levels. SCAG's employment projection will provide job growth for total regional employment, employment by major and detailed sector, and employment by county/MSA (Metropolitan Statistical Area).

- Economic Transitions

The Economic Element will identify and analyze economic transitions facing the Southern California region and investigate their impacts on the region's economy. The following major economic transitions can be identified at present:

- reduced defense spending
- implementation of air quality regulations
- changing demographics of labor force
- water quality and supply
- free trade agreement with Mexico
- structural changes in the financial sector

These forces will affect the operation of the regional economy in negative and positive ways. Each raises common questions for private and public sector decision makers:

- Will the change negatively affect the regional economy as a whole?
- Socio-economic and equity issues -- who are the individual gainers and losers?
- Are there "least cost" strategies to seek in responding to these economic transitions?
- Do the transitions require a policy response? At what level?

- Employment Forecast Alternatives:

Depending on the analysis of economic transitions identified above, the Economic Development Element will develop the information necessary (including additional economic impact assessment where appropriate) to assess the employment impacts of these changes. This information will be used to formulate alternative (i.e., to "baseline") employment projections as an input to policy development.

- Economic Development Strategy:

The economic development strategy envisioned as the Element's main product is different from the traditional concept. Heretofore economic development has been understood as efforts to attract industry and jobs to a region. The Southern California region, however, already has the nation's largest manufacturing base and is expected to add more jobs and people in the 1990s than any other region in the nation. Moreover, important demographic changes will coincide with rapid economic growth in the next two decades. Clearly an economic development strategy for the Southern California region will have to be broader than the traditional definition.

The challenge for this region is to accomplish three major objectives via its economic development strategy:

- (1) Expansion of economic opportunity.
- (2) Equity in the distribution of economic opportunity.
- (3) An expansion of economic opportunity compatible with environmental protection and improvement in the quality of life.

Proposed Policies/Policy Implication(s)

- Economic incentives and market-based approaches to the dislocations caused by a transitioning economy will be advocated and employed wherever possible.
- Others -- To be determined by the study.

Affected Agencies/Implementing Agencies

- Public/private awareness and leadership -- public and private organizations and community groups will need to be woven together to form the leadership necessary to address the transition issues.

Potential Implementation Constraints

- Policy recommendations will have to take into account that local government *new* fiscal resources to support transition programs are likely to be extremely limited for the foreseeable future. Funding for implementation, therefore, will either have to be generated by the effects of transitions themselves or come from other spending programs (i.e., by reducing--or rendering unnecessary--outlays on *existing* socio-economic programs).

Policy Implementation Monitoring/Progress Reports

- Monitoring the region's economic performance through data collection and periodical publishing of socio-economic indicators for SCAG region.

ENERGY ELEMENT

Overview

The Energy Element quantifies current and future uses of energy in the region, and identifies priority efficiency opportunities which can be implemented at the regional and local level.

Legislative Update

No explicit legislative mandate requires preparation of a regional Energy Element. The CEC has a mandate to prepare a biennial energy plan for the state under the Warren Alquist Act (PRC 25000 et seq), and a mandate to prepare an assessment of "least cost" transportation futures SB 1214 (1991). The RCP element provides an opportunity to translate these statewide planning mandates to a specific regional setting. Existing State law requires that local Building Codes include Title 24 Energy standards.

Performance Goals

The state's 1992 Energy Plan articulates goals including no increase in long term energy use, and provision of most needed new electric generation from efficiency and renewable energy technologies. The California Air Resources Board has established stringent performance standards for fuels and vehicles, and the 1991 AQMP (for the South Coast Basin) includes targets for reductions in future energy use of 20 percent (residential) and 30 percent (commercial). The AQAP for the San Bernardino portion of the SEDAB also includes some energy conservation provisions.

Previous Planning Efforts

The CEC has conducted statewide energy planning biennially since 1979. With respect to electricity production and use, the SCAG region is approximately equivalent to the CEC's Southern California Planning Area. The CEC-SCAQMD "Energy Working Group" prepared an assessment of energy demand, supply and conservation potential for the region in the 1991 AQMP. The Element will be an elaboration and update of the AQMP Energy Appendix.

Existing Pertinent Policies and Programs

Primary examples include those in the 1991 Energy Plan, the 1991 AQMP, various CARB regulations and local general plans, policies, and programs.

Revisiting Existing Policies and Programs

Impacts of key policies and programs will be assessed for the SCAG region. Recent work on conservation potential by SCAQMD and Southern California Gas Company will be incorporated.

Significant Issues to be Addressed

Implications of energy use and efficiency impacts.

Regional and local implementation options.

Components of the Element

N/A

Proposed Policies

Policies will be prepared in the process of Element analysis, review, revision, and adoption.

Implementation Feasibility

Specific implementation options and financial mechanisms will be examined; feasibility will be a criterion for identification of priority efficiency opportunities.

Affected Agencies

The information provided in the Element will support actions by local, regional, state, and federal agencies.

Potential Implementation Constraints

- o Funding
- o Existing land use laws
- o Conflicting legislative objectives

Policy Implementation Monitoring/Program Report

SCAG's IGR program will monitor the consistency and conformity of local plans and programs with adopted regional plans and policies. Annual reports on the "State of the Region" will be prepared and submitted to the Executive Committee. (See additional discussion under Strategic Element).

INTEGRATED WASTE ELEMENT

Overview/Introduction

The State legislature found that in 1988, Californians produced and disposed of over 38 million tons of solid waste. This translates to approximately 1,500 pounds of waste per person. The legislature also found that California will exhaust most of its remaining landfill space by the mid 1990s. This finding is particularly critical for the SCAG region because its future growth is approximately 3 million higher than previously predicted. The population projection of 1989 placed the region's 2010 population at 18.3 million; the revised projection is 20.9 million. The additional growth will probably accelerate the rate of exhausting the existing capacity of the landfills in the region.

The Integrated Waste Management Element will contain strategies for:

- o reducing the production of solid waste at its source,
- o recycling and composting,
- o siting and management of environmentally safe land disposal and waste transformation facilities, pursuant to Public Resource Code Section 40051.
- o developing and maintaining a viable market and/or use for recycled products.

The Element will also contain policies to ensure that the management (location and distribution) of future growth in the region is coordinated with the plans and programs contained in the Integrated Waste Management Plans of the six counties in the region.

Legislative Mandate

The State passed the California Integrated Waste Management Act (IWMA) of 1989 (Public Resources Code Sections 4000 et seq.) which established the goal of reducing the amount of solid wastes produced in the state by 25% as of 1995 and 50% by 2000. "As an essential part of the state's comprehensive program for solid waste management, and for the preservation of public health and safety, and the well-being of the public, the legislature declares that it is in the public interest for the state, as sovereign, to authorize and require local agencies, as subdivisions of the state, to make adequate provision for solid waste handling, both within their respective jurisdictions and in response to regional needs consistent with the policies, standards, and requirements of this division which authorize local agencies to provide adequate solid waste handling and services, and the actions of local governments taken pursuant thereto, are intended to implement this state policy." (Public Resources Code Section 40002). The law requires that each County in the state prepare Integrated Waste Management Plans for their respective jurisdictions. The plans should specify the carrying capacity of existing landfill space and the location of future landfill sites.

As the MPO for the region, SCAG is the region's authorized Regional Solid Waste Management Planning Agency pursuant to 42 USC 6946 (Section 4006, Federal Resource Conservation and Recovery Act. As an association of governments, SCAG could assist local governments to develop plans and programs consistent with the requirements of IWMA. Pursuant to Public

Resource Code Section 41823, "a city or county may enter into a memorandum of understanding with another city, county, regional planning agency, agency formed under a joint exercise of powers agreement, or district established to manage solid waste for the purpose of preparing and implementing source reduction and recycling elements or a countywide integrated waste management plan." The development of a regional Integrated Waste Management Element consistent with the other elements of the RCP will facilitate local governments compliance with IWMA. While the generation of waste is generally a local issue, the disposal of the waste is a regional issue. Waste disposal facilities in the region generally serve communities outside the cities in which they are located. In some cases, solid waste generated in the urbanized communities is transported to disposal facilities in remote areas of the region. This underscores the need for a regional waste management element.

SCAG is also the agency responsible for preparing the Southern California Hazardous Waste Management Plan (with San Diego Association of Governments and Santa Barbara County/Cities Area Planning Council), pursuant to California Health and Safety Code § 25135.3.

Performance Goals/Standards/Schedules (Federal and State)

IWMA established the goal of reducing the state's production of solid waste by 25% by 1995, and 50% by 2000. The Act also established deadlines for the completion and submittal of County Integrated Waste Management Plans (CoIWMPs) as follows:

- o Counties with less than 5 years of landfill capacity remaining must submit their CoIWMPs to the Integrated Waste Management Board by January 1, 1992.
- o Counties with 5 to 8 years of landfill capacity remaining must submit their CoIWMPs to the Integrated Waste Management Board by January 1, 1993.
- o Counties with more than 8 years of landfill capacity remaining must submit their CoIWMPs to the Integrated Waste Management Board by January 1, 1994.

Once it has been certified by the Integrated Waste Management Board, a CoIWMP must be reviewed every 5 years (Public Resources Code § 41822). Revisions that are made must be submitted to the Board for approval.

Previous Planning Efforts/programs/activities

SCAG developed the current Regional Hazardous Waste Management Plan in 1988. The agency has also been involved in the development of various studies on solid waste management, including the "Waste by Rail Study" that was completed in 1988. The RCP is the agency's first attempt at coordinating the development of multiple sectorial elements.

Existing Pertinent Policies/Programs

Policies contained in the 1988 Hazardous Waste Management Plan, and the Integrated Management Plans of the six Counties in the region will provide input to the IWME.

Need to revisit existing policies and programs

The population of the region is expected to increase by approximately 6 million over the next 20 years. If past trend continues, the additional population will produce over 4 million tons of solid waste per year. This poses significant problems for a region with limited solid waste disposal facilities. The region's waste disposal problem may be further complicated by the changes taking place in the region's economy. The region's economy is going through a transition; heavy manufacturing uses like the automobile and aerospace industries which have traditionally dominated the region's economy will likely be replaced with service related industries. The resultant composition of the waste stream has yet to be determined.

IWMA requires the development of County Integrated Waste Management Plans which should include source reduction strategies and the location of future landfill sites. Coordination of the GME with the CoIWMPs is essential; in distributing future growth, the GME should consider the carrying capacity of existing and planned waste management facilities and their proximity to population and growth centers.

Significant Issues to be addressed

- o Strategies for source reduction,
- o Strategies to coordinate the rate and amount of growth with the carrying capacity of solid waste disposal facilities,
- o Strategies for recycling and composting consistent with the performance goals and standards of the federal and state Clean Air Acts.
- o Strategies for siting and management of environmentally sensitive land disposal and waste transformation facilities.
- o Strategies to coordinate the planning efforts of the six Counties in the region in order to maximize the use of the existing and planned waste management facilities.
- o Strategies to create and maintain a viable market for recyclable products.

Components of the Element

The Integrated Waste Management Element will comprise two major components:

- o Solid Waste Management
- o Hazardous Waste Management.

Proposed Policies / Policy Implication(s)

1. Integration and consistency of the CoIWMPs adopted by the six counties in the region.
2. Adequacy of waste disposal and transformation facilities should be a factor to be considered when future growth is disaggregated.
3. Utilization of market strategies to influence the packaging industry and stimulate recycling, reuse and conservation of resources.

Implementation feasibility / enforceability

IWMA requires the implementation of adopted CoIWMPs. Failure to meet the set schedule for the development of the plan may lead to a fine of up to \$10,000 per day (Public Resources Code § 41850). The State guidelines for the development of local general plans also require the consistency of the solid waste management plan with the elements in the general plan. Failure to achieve such consistency renders the general plan inadequate.

Affected Agencies / Implementing Agencies

All local governments including cities and counties, subregional agencies, special sanitation districts, Caltrans, waste to energy companies, and the packaging industry.

Potential Implementation Constraint

- o Limited coordination between the agencies responsible for land use and development decisions and those responsible for solid waste disposal and management.
- o "Not-In-My-Back-Yard (NIMBY) syndrome" - opposition of property owners to the siting of waste disposal or transformation facilities.
- o Inadequate or unstable market for recyclable materials.

Policy Implementation, Monitoring / Progress Reports

As part of the Infrastructure Assessment and Reporting System, the SCAG IGR section will monitor the capacity of existing solid waste disposal facilities in the region and provide a yearly status report to local agencies and the SCAG Executive Committee. The efficacy of the policies included in the Element will also be monitored.

OPEN SPACE AND CONSERVATION ELEMENT

Overview and Introduction

Earth's natural resources are finite and some, at least, in readily available form, are nearing exhaustion. The predicted growth in the region will continue to place demands on land resources and open space areas. The Open Space and Conservation Element (OSCE) will focus on the preservation and enhancement of the region's open space lands and the conservation and effective management of the natural resources found in the region. It will include statements of goals, policies proposed implementation actions by appropriate agencies, maps, and a listing of habitat areas of regional significance.

Legislative Mandate

Open space and Conservation Elements (OSCE) are two of the mandated elements of local General Plans (California Government Code Section 65302). State law requires internal consistency of all the Elements of a local General Plan. Open Space elements have equal legal status with all other elements. The California Court of Appeal in *Sierra Club v. Kern county* (1981) 126 Cal.App.3d 698, voided a precedence clause that gave a land use element priority over an open space element on the grounds that it violated Government Code Section 65300.5 (requiring that elements of a general plan comprise an integrated, internally consistent and compatible statement of policy).

Both federal and state laws recommend consistency of the local general plans and programs with adopted regional plans. The distribution of the predicted growth in the region and the associated needs for housing employment and facilities, will undoubtedly place some demands on areas that are currently perceived as open space. The need to coordinate the disaggregation of future growth with the efforts to conserve and protect valuable resources in the region underscores the need for the Open Space and Conservation Element. The OSCE should serve as a blueprint to enhance the existing areas of Open Space and create a mechanism to manage in an efficient manner the resources available to the region. The regional Open Space and Conservation Element will allow for a better coordination of the local planning efforts and will enhance the management of regionally significant natural resources in the region.

Performance Goals/ Standards/ Schedules (Federal and State)

Both state and federal laws mandate the protection of habitats of endangered species and protected resources. A local government's general plan is required to include policies for the preservation and protection of open space and agricultural lands, and the conservation of essential natural resources.

Previous Planning Efforts

In 1977, SCAG published its Conservation and Open Space Plan. This plan addressed the issues facing the region in terms of conservation of natural resources and preservation of open space areas and sensitive ecological areas. The general plans of all local governments in the region contain policies for open space management and resource conservation. Also, plans developed

and adopted by both the state and federal governments contain similar policies - for conservation and resource protection.

Existing Pertinent Policies/Programs

Policies contained in the 1977 Open Space and Natural Resources Plan, and the Open Space Plans of the six counties in the region, as well as the plans adopted by both the federal and state agencies will provide input to the RCP.

Need to revisit the existing policies and programs

The region's population is expected to reach 20.9 million people in 2010; a significant increase from the previously projected 18.3 million. Encroachment upon open space resources can be expected as development intensifies in response to the predicted growth in the region. Issues regarding exploitation of natural resources, conversion of open space to urban uses, designation of ecologically sensitive areas, preservation of rare and endangered biota, etc. need to be updated and analyzed in the context of the new forecasted population growth.

Significant issues to be addressed

- Impacts of continued urban expansion on the open space resources and other natural resources in the region.
- Strategies for the preservation of regional open space areas in the framework of the "greenbelt" concept.
- Conservation and management of existing natural resources to include mining operations, energy resources, and wildlife (coastal and inland) management.
- Protection of rare, endangered and threatened species.
- Recreational resources involving water, land, and protected areas designated as open space, and access to recreation and open space areas.
- Management of coastal resources such as harbors, beaches, off-shore development activities and outer continental shelf.

Components of the Element

A primary task of this element is the identification and protection of regionally significant areas for open space, recreation, conservation, preservation, and management of wildlife areas. The OSCE will include the following components:

1. Open Space for the Preservation of Natural Resources
2. Open Space for Resource Management & Wetland Areas
3. Open Space for Outdoor Recreation
4. Open Space for Public Health and Safety
5. Open Space for Resource Production
6. Conservation, protection and management of coastal, offshore and outer-continental shelf areas.

Proposed policies/policy implications

The OSCE policies will focus on :

- strategies to coordinate the Open space policies and programs of federal, state, county and local governments.
- strategies to acquire and manage open space areas, including market strategies, public / private cooperative efforts, private funding sources, joint development agreements, exactions, linkage fees, etc.
- strategies to coordinate the management of open space resources with the management of future growth in the region; the distribution and disaggregation of growth, and spatial arrangement of land uses should be coordinated with the plans and programs for resource conservation and open space management.
- Strategies to integrate viable and fiscally responsible practices for the management, coordination and maintenance of open space, recreation, wildlife habitats and scenic areas in the region.

Implementation feasibility

Open Space and Conservation Elements are required components of local governments' general plans. SCAG will encourage local planners to include the policies in the regional OSCE in local general plans.

Affected agencies/implementing agencies

- State agencies, including the Departments of Resources, Agriculture, Parks and Recreation, Fish and Game, and Cal. EPA.
- Federal agencies, including the Bureau of Land Management, Department of Interior, And Army Corp of Engineers.
- Cities, Counties and Special Districts
- Transportation commissions
- Coastal Commissions

Potential implementation constraints

- Funding for the acquisition and management of resources
- Growth and development pressures from population increase and settlement patterns.

Policy implementation monitoring/progress reports

Monitoring of:

- The region's open space conversion to urban land through land use change proposals submitted to local government.
- Endangered, threatened and rare species through periodic surveys (annually).
- Recreational open space through use permits or fiscal revenues.
- Natural resources through analysis of gross regional product, diminishing acreage in open space areas and intensity of resource exploitation.
- Agricultural conversion to urban use

These information will be included in the Environmental Management and Assessment Program which is designed as part of the Master Environmental Assessment.

RURAL DEVELOPMENT ELEMENT

Overview/Introduction

The SCAG Region consists of approximately 6000 square miles of metropolis and more than 32000 square miles of rural land and protected open space. Agriculture is still a predominant land use activity in the region, particularly in Imperial, Ventura, Riverside and San Bernardino Counties. The Rural Development Element is intended to help identify the impact of the continued development of the Metropolitan region on the continued viability of the rural areas. Particular emphasis will be placed on preserving agricultural production and employment, and on strategies to broaden the economic base of communities currently dependent on agriculture. This becomes especially crucial with the anticipated opening of the Mexico-U.S.A. border under the Free Trade Treaty.

Legislative Mandate

No legislative mandate exists for SCAG to prepare a Rural Development Element. However, many forces at work in the region could impact the continued viability of the rural areas of the region. These forces include:

- o the changes to the region's economy,
- o the predicted growth in the region,
- o the predicted rise in the cost of water,
- o the Trade agreement with Mexico.

The Rural Development Element provides a forum to address the impacts of these forces on the areas that are currently considered rural.

Performance Goals/Standards/Schedules (Federal and State) Not Applicable.

Previous Planning Efforts/programs/activities

State plans and local general plans deal with some aspects of "rural development", but no coherent plans or policies exist at the regional level to guide the continued development of areas currently rural.

Existing Pertinent Policies/Programs

Existing policies contained in local general plans and state/federal plans will provide input to the Element. (The RCP is the first comprehensive development program for these areas).

Need to revisit the existing policies or programs

Existing policies are piecemeal and uncoordinated. The element will help establish a coherent set of policies and programs for this portion of the region, including the relationship to the urbanized part of the Region. To accommodate the predicted future growth in the region, some encroachment on areas that are currently considered rural can be expected.

Significant Issues to be addressed

- o Preservation of existing agricultural production and employment
- o Strategies to diversify the economic and employment base of rural communities.
- o Investment in appropriate infrastructure and services for rural areas.

Components of the Element (if applicable) Not Applicable.

Proposed Policies / policy implication(s)

Population growth in rural areas will likely be concentrated in existing towns, which may grow in physical size in response to the added demands for housing and other support facilities. Policy will focus on balancing the protection of the valuable agricultural activities with providing the housing and other support facilities and services demanded by the predicted growth. Conflicts between development and conservationist/preservationist approaches will need to be negotiated. Strategies to expand the economic base of rural areas will also be advanced.

Implementation feasibility / enforceability

Limited term protection of existing agricultural land is available under the Williamson Act. Longer term management of development will depend on the adoption of local plans to encourage a more centers-oriented growth pattern.

Affected agencies / Implementing Agencies

- o Water agencies and Irrigation districts
- o California State Departments of Agriculture and Resources
- o Local governments

Potential Implementation constraints

- o Limitations of the existing laws to protect agricultural lands.
- o Impacts of Free Trade Agreement on border areas.
- o Rising cost of water for agricultural uses

Policy Implementation Monitoring / Progress Reports

State of the Region report will include information on the development of all areas, and will assess continued economic viability of agricultural and non-metropolitan areas of Region.

WATER ELEMENT

Overview/Introduction

The Water Element will be developed in coordination with all the water districts in the Southern California region. It will focus on current and future water supply/conservation to meet the demands of the region. The region's economy, residents, and environment depend, in large part, on the water resources available to the region through such facilities as the State Water Project and the Colorado River aqueduct. The Water Element will consider the increasing demands for urban, rural and agricultural needs.

Legislative Mandate

The water districts have primary and secondary legislative mandates directing the distribution, purification and general administration of water resources in the region or available to the region. Federal and State legislation address the directives mentioned above and provide guidelines for international and interstate trading.

Performance Goals

The water districts develop goals and policies for the following components of their systems:

- distribution system,
- treated and untreated water service and treatment plants,
- delivery points,
- hydraulic pressure,
- augmentary facilities,
- transmission facilities,
- untreated water storage facilities,
- treated water storage facility,
- representative system construction plan (peaking criteria).

These criteria is used in determining the efficiency of the system and points out any need for adjustment necessary to be at or near optimum performance.

Previous Planning Efforts

Water Districts have been developing water supply plans and distribution system studies for many years. The plans focus on long term provision of urban and non-urban water supply, and have concentrated great efforts on conservation. However, future plans may focus on other means of supply to augment conservation efforts. Conservation has become an important issue in recent years due to the increasing need of water supply by the increasing number of population in the region. More and more, a large number of local water agencies depend upon the supply of water from the water districts to meet their user demands.

Existing/Pertinent Policies and Programs

Existing and previous policies focus on accommodating the growing needs of the population in the region; they have historically focused on supply rather than conservation. More recent policies have been developed in the MWD'S Distribution System Overview Study, which was completed in 1988. These policies concentrate on many factors that affect the components mentioned under Performance Goals.

Need to Revisit Existing Policies and Programs

The needs of the increasing population have the potential to exceed the existing carrying capacity of the various districts. The existing policies and programs of these districts must be revised to incorporate an augmented effort to conserve water resources, provide more efficient distribution systems, and create contingency plans for potential drought condition periods. The future proposed policies should at the very least, consider the following factors:

- Increased population by 2010
- Augmented commercial and industrial activities due to population expansion
- New technologies with potential for additional water demand than current technologies
- Feasibility of alternative water supply such as desalination plants and sources other than the State Water Project and the Colorado River
- Feasibility of water trade negotiations with neighboring countries

Significant Issues to be Addressed

- Adequacy of existing water sources in view of the additional demand,
- Strategies for the effective management of water resources,
- Strategies to guarantee the quality of underground and surface water sources,
- Strategies to acquire needed facilities for collection, storage and distribution.

Components of the Element

The water element will consist of the following components:

- Regional resources and other potential resources
- Storage and distribution facilities and systems
- New technology
- Conservation and reuse

Proposed Policies

Policies will focus on strategies to ensure the continued supply of water to the region at a reasonable cost. These policies and programs will emphasize best management practices, conservation and effective distribution of water. The intent of the policies is to ensure continued economic viability of the urban and rural areas of the region.

Implementation Feasibility

Local general plans require consistency between projected growth and the resources to support and sustain the growth. Approval of proposed development and land use projects is contingent on the demonstrated ability to provide adequate water resources. Implementation of the policies in the regional Water Element can be considered feasible to the extent that they are incorporated into local governments' general plans. The regional water districts should coordinate their planning efforts with local governments'.

Affected Agencies

All water supply and treatment agencies, local governments to include State agencies, and public and private water distributing/transporting agencies.

Potential Implementation constraints

Funding

Public opposition to water projects

Increased rivalry for limited sources between regional water agencies

Limited coordination between water agencies and local land use planners.

Policy Implementation Monitoring/Program Report

Through the MEA components for reporting regional status, local projects impacting water supply will be monitored for consistency with regional plans and policies.



WATER QUALITY ELEMENT

Overview / Introduction

The region depends to a large extent on imported water. Many of the natural aquifers in the region are polluted. Some of the existing waste water treatment facilities are operating at capacity. Yet, the region's population is expected to increase from its current base of approximately 15 million to 20.9 million in 2010. The predicted future growth will exacerbate the region's water quality problems.

In 1979, SCAG prepared a plan addressing the issue of water quality and water treatment. The plan was intended to provide guidelines for local agencies to implement programs which were expected to insure the safety of potable water. The adequacy of the 1979 plan is questionable in light of the significant growth predicted for the region.

The Water Quality Element will focus policies on strategies that will ensure continued supply of potable water to the current and future residents of the region. An assessment of the existing capacity of treatment facilities and the status of the aquifers in the region will be included in the Master Environmental Assessment. This will provide decision-makers the necessary information when determining the ability of their jurisdictions to provide needed services to proposed projects and developments.

Legislative Mandate

SCAG is the designated Areawide Waste Treatment Management Agency and as such, it shall prepare an Areawide Waste Treatment Management Plan. Such a plan is required in any area which has been determined to have substantial wastewater quality control problems. One or more areawide waste treatment management agencies shall be appointed for each affected area by the governor of the state in which the area is located. The plan must be consistent with 33 USC § 1281 and the provisions of 33 USC § 1288(b). (Section 208 of the Federal Water Pollution Control Act).

The Federal Clean Air Act (CAA) specifies conformity review in Sections 176 (c) and 316, Section 176 (c), entitled, "Limitations on Certain Federal Assistance", requires all federal actions to conform to the AQMP, and prohibits all Metropolitan Planning Organizations (MPOs) from approving any federal actions that do not conform. Furthermore, the act states that "the assurance of conformity...shall be an affirmative responsibility of the head of the metropolitan planning organization." However, in order to meet the NAAQS in the South Coast Air Basin, it is necessary to ensure that state and local actions are consistent with the AQMP as well. Therefore, conformity review with the AQMP will be required of all governmental actions over a specified threshold that is considered to be of regional significance, as well as the cumulative impacts of small actions.

Section 316, entitled, "Sewage Treatment Grants," empowers the EPA administrator to withhold, condition, or restrict grants for wastewater treatment facilities that may contribute directly or indirectly to an increase in emissions of any pollutant which would interfere with, or be inconsistent with the AQMP.

Performance goals / standards / schedules (federal and state)

Water quality standards for all surface and ground waters have been established by the state and the federal government pursuant to the requirements of the National Pollutant Discharge Elimination Systems (NPDES) permit.

Previous planning efforts / programs / activities

In April 1979, SCAG published the 208 Areawide Waste Treatment Management Plan. The plan contained policies to attain the water quality standards specified by Section 208 of the Clean Water Act. Its objective was to achieve the Clean Water Act goal of "fishable and swimmable waters by 1983". The plan contained findings of issues, policies directed at those issues and it identified the actions necessary to achieve the implementation of those policies and ultimately, the goals and objectives of the plan.

Since the adoption of the plan, no additional planning efforts, programs or activities have been conducted by SCAG. The "208 Plan" was scheduled to be updated every two years. However, funding was never identified to establish resources dedicated to this task. This plan has therefore, not been brought up to date.

Existing pertinent policies / programs

Policies contained in the 1979 208 plan and the plans and programs of the Regional Water Quality Control Board, the Publicly Owned Treatment Works (POTW), local governments, and the Army Corps of Engineers will provide input to the Water Quality element. Previous policies have focused on strategies to phase treatment service according to population projections.

Need to revisit existing policies or programs

The predicted population growth in the region exceeds the population projection on which the previous plan was based. The plan was based on a projected 12 million people in the South Coast Basin in the year 2000. Projections based on the 1980 and 1990 census data, have shown that a significant increase in population should be expected by the year 2010; revised projections place the region's population at 20.9 in 2010. Even with current expansion (Hyperion) and construction plans for new facilities (EMWD facility in Riverside County), the additional growth may require further expansion. A revision of the regional Water Quality Element is considered essential because the quality of the water in the region will affect its economic viability and the quality of life for its residents.

Significant issues to be addressed

- Strategies to minimize the negative impacts of future growth on the regional facilities for wastewater collection, treatment, and disposal.
- Reduction of groundwater contamination and enhancement of groundwater recharge basins
- Ability of the region to provide potable water in light of the predicted population growth in the region.

- Strategies to reduce accidental spills of toxic materials on / near groundwater or other sources.
- Coordination of the development of needed infrastructure facilities with the rate of growth and development.
- Use of minimally treated wastewater for non-potable/agricultural reuse.
- Conversion of waste from sewage treatment plants to usable products.
- Collection, treatment and disposal of hazardous/toxic wastewater.
- Dual piping systems for residential and commercial/office uses to recycle and reuse, on-site treated water from non-toxic sources such as bathroom sinks, showers, and similar sources.

Components of the Element

1. Water Quality and Supply
2. Wastewater collection, treatment and disposal facilities
3. Assessment and evaluation of supply and demand, recycle and reuse, collection, treatment and disposal, and contingent plans (for drought conditions) with projections for the year 2010 and commensurate with population growth.

Proposed policies / policy implications

Policies will focus on strategies to ensure that wastewater treatment facilities are developed commensurate with growth and development in the region. Regional growth management efforts and local land use planning efforts should be coordinated with the efforts of the POTW to provide needed waste treatment services.

Implementation feasibility / enforceability

Wastewater collection, treatment and disposal facilities are subject to Conformity requirements of the federal Clean Act. State law also requires that local land use element be consistent with the jurisdiction's Capital Improvement Plan. A local jurisdiction should have adequate resources to support its projected "buildout" population. Successful implementation is dependent on SCAG's ability to reach consensus with the implementing agencies on the need to include the regional water quality policies in their local general plans.

Affected agencies / implementation agencies

All state and local water agencies

Water Quality Control Districts

Wastewater collection, treatment and disposal districts

Potential implementation constraints

- Funding
- General public opposition to the use recycled water
- Limited coordination between the agencies with police power over land uses and the agencies responsible for waste water treatment and management.

Policy implementation monitoring / progress reports

The Master Environmental Assessment will contain a database of existing conditions in the region. This database will be updated annually using the land use changes proposed in each jurisdiction. SCAG's IGR program will monitor the consistency and conformity of local plans and programs with adopted regional plans and policies.

FINANCIAL ELEMENT

Overview/Introduction

The financial element will identify the anticipated costs of implementing the Regional Comprehensive Plan, the anticipated revenues which will be available from all sources for this purpose, the shortfall (if any) resulting, and strategies for meeting the shortfall.

Legislative Mandate

The implication of the consistency requirement for all the elements in a local general plan is that to some extent, cities and counties can control the timing, type and quality of development by exercising their authority to finance and construct public facilities needed to implement their plans. No legislative mandate exists for SCAG to develop a financial element for all the elements in the RCP, but a financial element is required for some of the sectorial elements, particularly the RME. A financial Element is deemed necessary for the RCP because its implementation may be contingent on the level of funding and amount of financial resources available to the implementing and affected agencies.

Performance Goals/Standards/Schedules (Federal and State)

Not Applicable.

Previous Planning Efforts/programs/activities

Existing sectoral plans have individual financial elements of varying degrees of detail and certainty of funding.

Existing Pertinent Policies/Programs

Federal, state and local taxation and revenue allocation formulae.

Need to revisit the existing policies or programs

Present funding is inadequate for existing sectoral plans. Added growth now anticipated beyond that previously projected will place new demands on local jurisdictions' fisc, and may reduce the quality of services available to current residents. Coordination of multiple jurisdictions' plans and planning efforts may eliminate both duplication and contradictions between plans, and may result in significant cost saving for implementing agencies.

Significant Issues to be addressed

- (1) Total level of financial demand on region to meet mandated plans, programs and standards in areas applicable.

- (2) Total level of demand for non-mandated programs and plans.
- (3) Shortfall between revenues and demand over plan horizon period.
- (4) Strategies proposed to overcome this shortfall. Impact of not meeting financial requirements of plan.
- (5) Impact of present imbalance between demand and funding and the variability between elements.

Components of the Element (if applicable)

- o Present funding sources for implementation of each element.
- o Estimated cost for implementing each element
- o Estimated revenues from each funding source presently available.
- o Estimated shortfall for each element
- o Strategies for overcoming the shortfalls, including market strategies, public/private cooperative agreements, revision of sales tax allocation formula, and special tax requirements, user fees and exactions, and linkage fees.

Proposed Policies / policy implication(s)

Policies in the Financial Element will focus on identifying new sources of funding for implementing agencies, and on strategies for cooperative agreements between multiple jurisdictions and/or agencies. Legislation may be needed to effectuate some of the policies that will be advanced in the Element.

Implementation feasibility / enforceability

Certain sectoral plans (elements) can be treated as enforceable due to federal mandates, although funding for their implementation may be inadequate as presently constituted. Others, lacking a mandate, are not enforceable.

Affected agencies / Implementing Agencies

- o Federal funding agencies
- o State agencies
- o Agencies responsible for Plan development
- o Local governments and Special Districts.

Potential Implementation constraints

- Legal restrictions on local funding (Proposition 13, Gann Limitation on State revenues)
- Voter unwillingness to pass revenue enhancement measures

- Inability to show conformity or attainment of Federal Ambient Air Quality Standards due to lack of progress, excessive population growth, etc.
- Existing state revenue allocation formula and taxation policy.

Policy Implementation Monitoring / Progress Reports

Annual "State of the Region" report will identify progress toward raising the required funding, and track the shortfalls, along with the actual progress in meeting the standards and completing the proposed projects.



CHAPTER II

A. CEQA CHECKLIST

I. BACKGROUND

1. Name of Proponent: SCAG
2. Address and phone number of proponent: 818 West Seventh St. 12th floor, Los Angeles, CA 90017
3. Date of checklist submitted: Has yet to be determined.
4. Agency requiring checklist: Has yet to be determined
5. Name of Proposal: 1992 Regional Comprehensive Plan

II. ENVIRONMENTAL IMPACTS

YES MAYBE NO

1. Earth. Will the proposal result in:
 - a. Unstable earth conditions or in changes in geologic substructures? _____
 - b. Disruptions, displacements, compaction or overcovering of the soil? X _____
 - c. Change in topography or ground surface relief features? X _____
 - d. The destruction, covering or modification of any unique geologic or physical features? X _____
 - e. Any increase in wind or water erosion of soils, either on or off the site? _____ X _____
 - f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake? _____ _____ X _____

YES MAYBE NO

g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? — X —

2. Air. Will the proposal result in:

a. Substantial air emissions or deterioration of ambient air quality? X — —

b. The creation of objectionable odors? — X —

c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally? — — X

3. Water. Will the proposal result in:

a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters? — — X

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? X — —

c. Alterations to the course or low of flood waters? — X —

d. Change in the amount of surface water in any water body? — X —

e. Discharge into surface waters, or in any alteration of surface water quality, including, but not limited to, temperature, dissolved oxygen or turbidity? X — —

f. Alteration of the direction or rate of flow of ground waters? — X —

g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? — X —

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	<u>X</u>	—	—
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	—	<u>X</u>	—
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	—	<u>X</u>	—
b. Reduction of the numbers of any unique, rare or endangered species of plants?	—	<u>X</u>	—
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	—	<u>X</u>	—
d. Reduction in acreage of any agricultural crop?	—	<u>X</u>	—
5. Animal Life. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	—	<u>X</u>	—
b. Reduction of the numbers of any unique, rare or endangered species of animals?	—	<u>X</u>	—
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	—	<u>X</u>	—
d. Deterioration to existing fish or wildlife habitat?	—	<u>X</u>	—

YES MAYBE NO

6. **Noise.** Will the proposal result in:

a. Increases in existing noise levels? _____ X _____

b. Exposure of people to severe noise levels? _____ X _____

7. **Light and Glare.** Will the proposal produce new light or glare? _____ X _____

8. **Land Use.** Will the proposal result in a substantial alteration of the present or planned land use of an area? _____ X _____

9. **Natural Resources.** Will the proposal result in:

a. Increase in the rate of use of any natural resources? _____ X _____

10. **Risk of Upset.** Will the proposal involve:

a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? _____ X _____

b. Possible interference with an emergency response plan or an emergency evacuation plan? _____ X _____

11. **Population.** Will the proposal alter the location, distribution, density, or growth rate of the human population of an area? _____ X _____

12. **Housing.** Will the proposal affect existing housing, or create a demand for additional housing? _____ X _____

YES MAYBE NO

13. **Transportation/Circulation.** Will the proposal result in:

- a. Generation of substantial additional vehicular movement? X
- b. Effects on existing parking facilities, or demand for new parking? X
- c. Substantial impact upon existing transportation systems? X
- d. Alterations to present patterns of circulation or movement of people and/or goods? X
- e. Alterations to waterborne, rail or air traffic? X
- f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? X

14. **Public Services.** Will the proposal have an effect upon, or result in, a need for new or altered governmental services in any of the following areas:

- a. Fire protection? X
- b. Police protection? X
- c. Schools? X
- d. Parks or other recreational facilities? X
- e. Maintenance of public facilities, including roads? X
- f. Other governmental services? X

YES MAYBE NO

15. **Energy.** Will the proposal result in:

- a. Use of substantial amounts of fuel or energy? — X —
- b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy? — X —

16. **Utilities.** Will the proposal result in a need for new systems, or substantial alterations to the following utilities:

Telephone	—	<u>X</u>	—
Gas	—	<u>X</u>	—
Electricity	—	<u>X</u>	—
Water	—	<u>X</u>	—

17. **Human Health.** Will the proposal result in:

- a. Creation of any health hazard or potential health hazard (excluding mental health)? — X —
- b. Exposure of people to potential health hazards? — X —

18. **Aesthetics.** Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of any aesthetically offensive site open to public view?

— X —

19. **Recreation.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

— X —

20. **Cultural Resources.**

- a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site? — X —

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	—	X	—
c. Does the proposal have the potential to cause the physical change which would affect unique ethnic cultural values?	—	X	—
d. Will the proposal restrict existing religious or sacred uses within potential impact area?	—	X	—

21. Mandatory Findings of Significance.

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? — X —

- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environmental is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) — X —

- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) X —

YES MAYBE NO

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

— X —

III. Discussion of Environmental Evaluation
(See narrative below.)

IV. Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

/ _ /

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

/ _ /

We find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

/ X /

APRIL 2, 1992

(DATE)

(SIGNATURE)

FOR _____

B. DISCUSSION OF IMPACTS AND MITIGATION MEASURES

1. EARTH

IMPACTS:

Components of the RCP may change current land use and development patterns. For example, the plan may advance policies to direct future growth and development to areas which are currently undeveloped or underdeveloped. Expanded housing, retail, industrial, or commercial development may be needed to accommodate predicted future growth in the region. This may require land to be graded or otherwise modified to construct highways or make other infrastructure improvements. The enhancement of existing facilities or construction of new ones may affect the topography and ground relief features of the site dedicated to these uses.

The presence of many earthquake faults in the region demands that the plan contain policies that will ensure that facilities and structures are located in areas that are safe from hazards, and are designed to earthquake standards. However, it cannot be guaranteed that engineering solutions, and proper facility alignment and design would completely protect people and property against seismic-related hazards.

MITIGATION:

The current and expected future pattern of land use development in the SCAG region is primarily due to population growth and economic considerations. Police power to regulate land use activities is delegated to local governments. Local governments can mitigate potential earth impacts resulting from development and construction activities through their discretionary permit authority over site-specific land uses. Protection of people and property could better be addressed by local governments during the review of proposed development projects.

2. AIR QUALITY

IMPACTS:

Some components of the RCP may generate some negative impacts on air quality. For example, numerous types of emissions control equipment designed to reduce emissions from stationary sources involve a combustion source to either destroy the captured pollutants (e.g. thermal incinerators), or use the heat from a combustion source to remove the pollutant from the equipment (e.g., steam regeneration of carbon used in carbon adsorption devices). These combustion sources may produce CO, NOx, PM₁₀, and unburned hydrocarbons that contribute to ROG. Some of the devices, like selective catalytic reduction devices, may result in negative health impacts resulting from emissions of toxic substances. For example, as a result of NOx reduction control measures, ammonia, a toxic substance, may be emitted from selective catalytic reduction devices. Methanol, a low-emission fuel, may create negative health impacts because one of its products of incomplete combustion is formaldehyde, also a

toxic substance. Finally, industries affected by low-ROG solvent control measures may switch to low-ROG solvents which have their own inherent health risks.

An increase in PM₁₀ emissions can also be expected during the construction phase of transportation facilities, and other types of development needed to accommodate the future growth of the region. The 2010 population of the region is expected to be about three million more than the population that formed the basis of the 1991 Air Quality Plans. Without additional mitigation measures, an increase in PM₁₀ and other pollutant emissions can also be expected with the predicted increase in growth. For example, a significant increase can be expected in vehicle trips and vehicle miles travelled (VMT) as a direct result of population increase. This poses a significant problem to a region that is expected to achieve "no net increase in pollutant emissions" after 1999. (CCAA). As economic activities are developed to accommodate the predicted growth, an increase can be expected in the emissions inventory of stationary sources.

MITIGATION:

More stringent control measures may have to be implemented, and the implementation of some control measures that are scheduled for a later date may be accelerated. Market strategies could be pursued more vigorously to induce both the public and private sectors to implement policies and programs that are beneficial to the region's air quality.

3. WATER

IMPACTS:

Additional six million people are expected in the region in the next two decades. Although the RCP is not directly responsible for the population increase, policies contained in the plan regarding the location of facilities and the distribution of housing and economic activities may generate some negative impacts on water supply and quality. To provide needed facilities, housing, and economic activities to support the future growth in the region, many areas that are currently undeveloped may be paved, and this may result in changes in absorption rates, drainage patterns and the rate and amount of surface runoff. This may in turn result in the alteration in the course of flow of flood waters, changes in the amount of surface water bodies and in the quality and quantity of ground waters.

The amount of liquid waste treated at the sewage facilities in the region can be expected to increase in direct proportion to the future growth in the region. Significant impacts on water quality can be expected with the probability of accidental discharges of untreated waste. Some impacts on ocean life can also be expected if desalination of sea water becomes a major source of potable water in the future.

As development encroaches into the foothills, people and property may be exposed to water-related hazards. Flashfloods resulting from increased paving in the desert areas may pose similar problems.

Increased water demand may also result from using water to control particulate emissions during construction of needed facilities, housing and economic activities. Some of the control measures to reduce emissions from stationary sources also require significant amount of water. Water can be used directly as a control technique (e.g., as a soil binder for particulate control) or indirectly as a component of a control technology (e.g., water used in wet scrubbers, demisters, water used for regenerating spent carbon, etc.).

Another type of water impact relates to water quality. For example, wastewater from control equipment such as wet scrubbers and demisters, etc., may become contaminated with toxic materials from the production process (e.g., hexavalent chromium, sulfuric acid, solvents, etc.). Other types of control equipment that do not use water directly, may require additional water to clean the control equipment. For example, regenerating spent carbon results in an aqueous solution that may be contaminated with organic materials. Selective catalytic reduction devices may also require water or steam cleaning to remove the particles containing ammonium. Wastewater from these processes, if released to the public sewage system or septic system, may create water quality problems and possible public health impacts.

MITIGATION:

Intensified conservation efforts and better water management practices coupled with market incentives to promote the development and utilization of water efficient equipment could save significant amount of water. Local governments may require double piping systems which allows water to be recycled more easily, and incentives could be provided to irrigate farms, landscaped areas, golf courses and parks with non-potable water.

Drainage facilities could be designed to include water retention basins which could replenish underground basins. Other water sources may have to be sought by the major water agencies to provide services for the predicted growth in the region. Following are some of the actions that can be considered.

1. Increase State Water Project (SWP) yields through implementation of the Coordinated Operation Agreement between the State and the U.S. Bureau of Reclamation; completion of various Delta facility capacity improvements, offstream storage programs, Central Valley Project and other SWP programs; implementation of water transfer agreements between agricultural and urban SWP contractors.
2. Obtain maximum use of Colorado River supplies
3. Find sources and strategies to replenish groundwater basins
4. Make optimum use of resources and minimize adverse effects of supply shortfalls by local wastewater reclamation, groundwater protection, groundwater treatment, conservation, surface water storage and drought contingency planning projects.
5. Explore the feasibility of desalination plants as a major source of water for the region.

4 & 5 PLANT AND ANIMAL LIFE

IMPACTS:

The diversity of plant life in the region may be altered due to changes in land use. For example, accelerated development or relocation of developments proposed for some of the less-populated and, therefore, less developed areas may encroach upon land currently used for open space, thereby reducing total acreage available, or may encroach upon undisturbed habitats or ecosystems.

Increase in the region's population is bound to increase the need for facilities like parks, landfills, roads and other transportation corridors, etc. The siting or location of these facilities may encroach on ecological resources. For example, highways and transportation corridors may transverse ecologically sensitive areas with the potential of creating significant negative impacts.

Significant loss of agricultural lands can be expected during the plan period with the predicted future growth in the region. Such loss will occur as agricultural lands are converted to urban uses to accommodate future growth. The RCP is expected to contain policies to discourage the conversion of agricultural lands to other uses. However, the economics of real estate in the region and the rising cost of water for agricultural uses may force some agricultural lands adjacent to urban areas to be converted to non-agricultural uses.

MITIGATION:

Implementation of existing state and federal laws can protect endangered and protected biological resources. Local General Plans should include policies for resources protection and management. The plans should also specify that incentives would be provided to developers and builders who include habitat preserves with their developments.

The alignment of roads and corridors should, where feasible, avoid sensitive habitats. Private sources of funds could be sought to establish and manage habitat preserves and to educate the public on the needs for habitat preservation.

6. NOISE

IMPACTS:

Ambient noise levels may increase in direct proportion to the future growth predicted for the region. Population increase will necessitate the development of new housing, economic activities and facilities. A temporary increase in noise levels can be expected during the construction phase. Permanent increase in noise levels may occur along certain traffic corridors with increase in traffic, assuming that additional traffic accompanies the predicted population increase.

The noise level in industrial centers, particularly at stationary sources of pollution, may increase as pollution control devices are added to certain industrial equipments. Airport

related noise may increase with additional demand for air service. Noise levels around transportation centers like park-and-ride facilities, train and bus stations may also increase. As the region becomes increasingly dependent on rail service, an increase in the ambient noise level along rail corridors can be expected. Construction activities and mining operations would also intensify with the predicted population growth in the region. This will likely increase the ambient noise levels in areas adjacent to these activities.

MITIGATION:

Sound barriers and buffers could be required along transportation corridors. Special design and construction standards could be required for developments along transportation corridors and airports. Mufflers could be required to reduce noise levels at industrial sites. Noise sensitive uses should not be located along transportation routes or adjacent to major noise sources.

7. LIGHT AND GLARE

IMPACTS:

Light and glare impacts are expected to be minimal. An increase in light and glare from solar dishes and reflectors at power generating stations can be expected if the region's dependency on solar energy increases. Light and glare from automobile and air traffic may increase with population increase. Although the RCP is not directly responsible for the population increase, the plan will include policies regarding the distribution of growth, the location of facilities, and promoting the use of clean energy sources. Development in areas that were previously undeveloped may increase light and glare impacts, particularly at night, and may reduce view of night sky.

MITIGATION:

Local Governments and Transportation agencies should coordinate their land use and transportation planning decisions to minimize the potential light and glare impacts associated with vehicular travel. The potential light and glare impacts should be considered when determining the appropriate orientation and alignment of buildings and facilities. Other mitigation measures could include: the use of non-reflective building materials; appropriate buffer zone and landscaping.

8. LAND USE

IMPACTS:

The RCP will include policies that may result in noticeable alteration of current or future land use patterns in the region. For example, the Growth Management Element will include policies that will affect the distribution and intensity of growth, and the location of facilities. The Mobility Element will include the future alignment of needed transportation corridors and the location of other transportation facilities. The region's "urban form" is to a large extent influenced by its transportation network. For the region to continue to be a viable and

thriving economic center, the RCP will include policies that will discourage the "fiscalization of land uses", and this is expected to have significant impacts on the distribution and location of growth.

MITIGATION:

Impacts on land use are expected to be positive. No mitigation measures are necessary.

9. NATURAL RESOURCES

IMPACTS:

Components of the RCP may have indirect impacts on the rate of depletion of natural resources like steel and other metals, sand, cement, glass, and asphalt used for buildings, facilities and transportation corridors. Renewable natural resources, such as lumber used for building material or paper stock may also be impacted.

The RCP is also expected to have significant impacts on land resources. New growth and facilities may be directed to areas that are currently undeveloped, and transportation corridors and other facilities like landfills and water retention basins need significant amount of land.

MITIGATION:

The RCP will include policies for better and efficient use of resources. Therefore its impacts on natural resources are expected to be positive in the long term. No mitigation measures are necessary.

10. RISK OF UPSET

IMPACTS:

The amount hazardous of waste generated in the region may increase as industrial and other economic activities increase. The storage, transportation and disposal of these wastes have the potential to increase the risk of upset including the risk of fires, explosions, and accidental releases of toxic liquids or gases. Although the RCP is not directly responsible for the absolute growth in the region, its policies will affect the distribution of the growth and the location of facilities. Developments adjacent to agricultural uses may be exposed to dangerous levels of pesticides and insecticides, and uses located in proximity to hazardous wastes sources and storage facilities may be exposed to risks of upset.

MITIGATION:

Existing laws for the handling, transportation and storage of hazardous wastes could adequately mitigate potential risk of upset impacts from the implementation of the RCP.

11. POPULATION

IMPACTS:

The population of the region is expected to increase significantly over the next two decades. While the RCP is not responsible for the population increase, the plan will contain policies that will influence the location and distribution of future growth in the region.

The location of facilities and the alignment of transportation corridors may have some indirect impacts on the location and density of growth; population density along transit corridors may be intensified, and growth will be limited in areas with inadequate resources and facilities.

MITIGATION:

The RCP is designed to respond to the region's anticipated population growth. Its impacts on present and future residents are expected to be positive in the long term. Therefore, no mitigation measures are necessary.

12. HOUSING

IMPACTS:

The region's housing stock is expected to increase significantly in response to the predicted growth in the region during the plan period. Policies in the RCP may influence housing location, density and distribution.

MITIGATION:

Housing impacts of the RCP are expected to be positive in the long term. Therefore, no mitigation measures are necessary.

13. TRANSPORTATION/CIRCULATION

IMPACTS:

Additional vehicle traffic can be expected to accompany the predicted growth in the region. The RCP is expected to contain policies that will improve mobility by reducing the dependency on single occupant automobiles, and improving the efficiency of existing facilities.

The RCP is expected to contain policies that may change parking standards of local governments. Existing parking facilities in the urban core areas may have to be converted to more productive uses as the Transportation Demand Management (TDM) measures are implemented. The RCP is expected to include new facilities that need to be developed, and existing ones that need to be modified. Some disruption to traffic flow can be expected during the construction of the facilities.

The RCP is expected to contain policies encouraging mixed use development, cluster centers, and pedestrian oriented developments. Increase in traffic hazards can be expected in areas where pedestrian and automobile traffic are not separated.

MITIGATION:

The RCP is expected to include policies to mitigate potential impacts on transportation facilities, services and programs associated with the predicted growth in the region. Functional land use design and better coordination and integration of land use and transportation planning can mitigate most of the potential impacts of the growth and development on transportation/circulation.

14. PUBLIC SERVICES

IMPACTS:

The region is predicted to have an additional 6 million residents during the plan period. This population increase will place additional demands on existing facilities and service providers, including public and private schools, local police departments, local fire departments, city and county planning departments, public and private waste management agencies, parks and recreation facilities, health agencies, special districts, county or regional transportation agencies.

The RCP contains policies that will affect the location and distribution of future growth and development. Implementation of its policies is expected to result in better coordination of facilities and services with the rate and intensity of growth. While the plan may create a need for additional facilities and services in some portions of the region, the long term effects of the plan will be beneficial.

MITIGATION:

Coordination of facilities and services with growth will be beneficial in the long term. Local governments implementation of policies in the RCP will result in better utilization of resources. Incentives should be provided to the private sector to provide certain services, thereby reducing the burden on the public sector. Developers should also be required to contribute a fair share of the resources needed to support and sustain new growth.

15. ENERGY

IMPACTS

An increase in the demand for energy can be expected to accompany the predicted growth in the region during the plan period. Domestic and industrial demand for energy will increase as businesses and new growth locate in areas that are currently undeveloped.

Certain policies in the RCP may also create a need for additional energy. For example, policies regarding cleaner fuel for buses, trains and automobiles may increase the demand for

natural gas, methanol and electricity. Corresponding decrease can be expected in the amount of fossil fuel and gasoline consumed in the region. A decrease in the region's dependency on crude oil can be expected if power generating facilities use other sources to produce electricity needed in the region.

MITIGATION:

The impacts of the RCP on energy is expected to be positive in the long term. Implementation of existing energy conservation requirements and the transportation control measures in the Air Quality Management plans should adequately mitigate all short term impacts on energy.

16. UTILITIES

IMPACTS:

If significant electrification occurs, electric utilities may have to upgrade and construct new transmission lines, substations, and switching stations. New units at existing utilities, or new sources of electricity may also be needed to supply any unmet energy requirements.

To meet increased demand for natural gas, the major natural gas utilities in the region may need to construct additional facilities or expand the existing supply network. Other utilities like telephone and telecommunication systems may also have to be expanded in response to the predicted growth in the region and policies in the RCP.

MITIGATION:

Implementation of existing energy conservation measures and public education on the value of efficient utilization of energy resources will reduce the demand for energy, and therefore the need for additional facilities and transmission/distribution systems.

17. HUMAN HEALTH

IMPACTS:

One of the primary purposes of the RCP is to maintain or enhance the quality of life in the region, even with the predicted population growth. Components of the plan, particularly the Air Quality Element (AQE) may contain policies which upon implementation may have some indirect detrimental impacts on human health. Several pollution control measures in the (AQE) propose reducing ROG emissions from industries using solvents in spray coating materials, solvents as degreasers, or solvents for cleanup purposes. Some of the solvents particularly, reformulated solvents or exempt solvents have hazardous properties themselves, primarily flammability and/or toxicity. Exposure to these substances through dermal, inhalation, or ingestion pathways may affect workers' health. The use of ammonia with selective catalytic reduction devices can also be dangerous. Ammonia is a hazardous material, and any accidental releases during storage or handling could affect workers' health. Accidental releases of ammonia during transport could result in public health impacts.

In the event the RCP generates increased demand for electrical energy, additional power generating facilities and transmission lines may need to be built. Increased demand for electricity may therefore create indirect impacts on human health from associated electromagnetic fields (EMFs). The spectrum of EMFs cover a wide range of frequencies and wavelengths. All EMF waves range from the low frequencies of 50-60 Hz, such as those associated with power transmission lines; through radio and microwaves in the range up to 10 billion Hz, etc.

Some biological effects that have been attributed to EMFs include: disruption of cell membranes in several different types of animal tissues; potential disruption of the endocrine system; potential carcinogenic effect; etc.

MITIGATION:

Better education for workers who handle or transport hazardous materials will reduce the potential impacts of the RCP on human health. Local land use planners should consider potential electromagnetic effects when siting uses adjacent to power plants or along transmission corridors.

18. AESTHETICS

IMPACTS:

Changes in land use patterns may encourage construction on, or development of scenic areas, thereby decreasing their aesthetic value. Shifts in population density resulting from growth management policies may expose some people to industrial sites that may be visually offensive. Finally, greater reliance on alternate modes of transportation may impair the aesthetic value of scenic natural areas or attractive urban features, such as monuments or unique architectural structures. For example, the overhead electrical transmission lines along transit guideways and elevated transportation corridors may be considered visually offensive.

MITIGATION:

The RCP is expected to contain policies for the preservation of unique scenic resources. Implementation of these policies by local governments and transportation agencies could mitigate some of the potential impacts of the RCP on aesthetics. The potential impacts of proposed projects on aesthetics should be considered when selecting the alignment of transportation corridors or the location of regional facilities. Local governments and agencies that influence land use planning should require that the negative impacts of a project on aesthetics and scenic resources be minimized.

19. RECREATION

IMPACTS:

The RCP is expected to contain policies that will affect the location and distribution of future growth and land uses in the region. This may cause the need for new recreation facilities or expansion of existing facilities in communities where growth is directed or intensified. The RCP is not expected to diminish the quantity or quality of existing recreational opportunities.

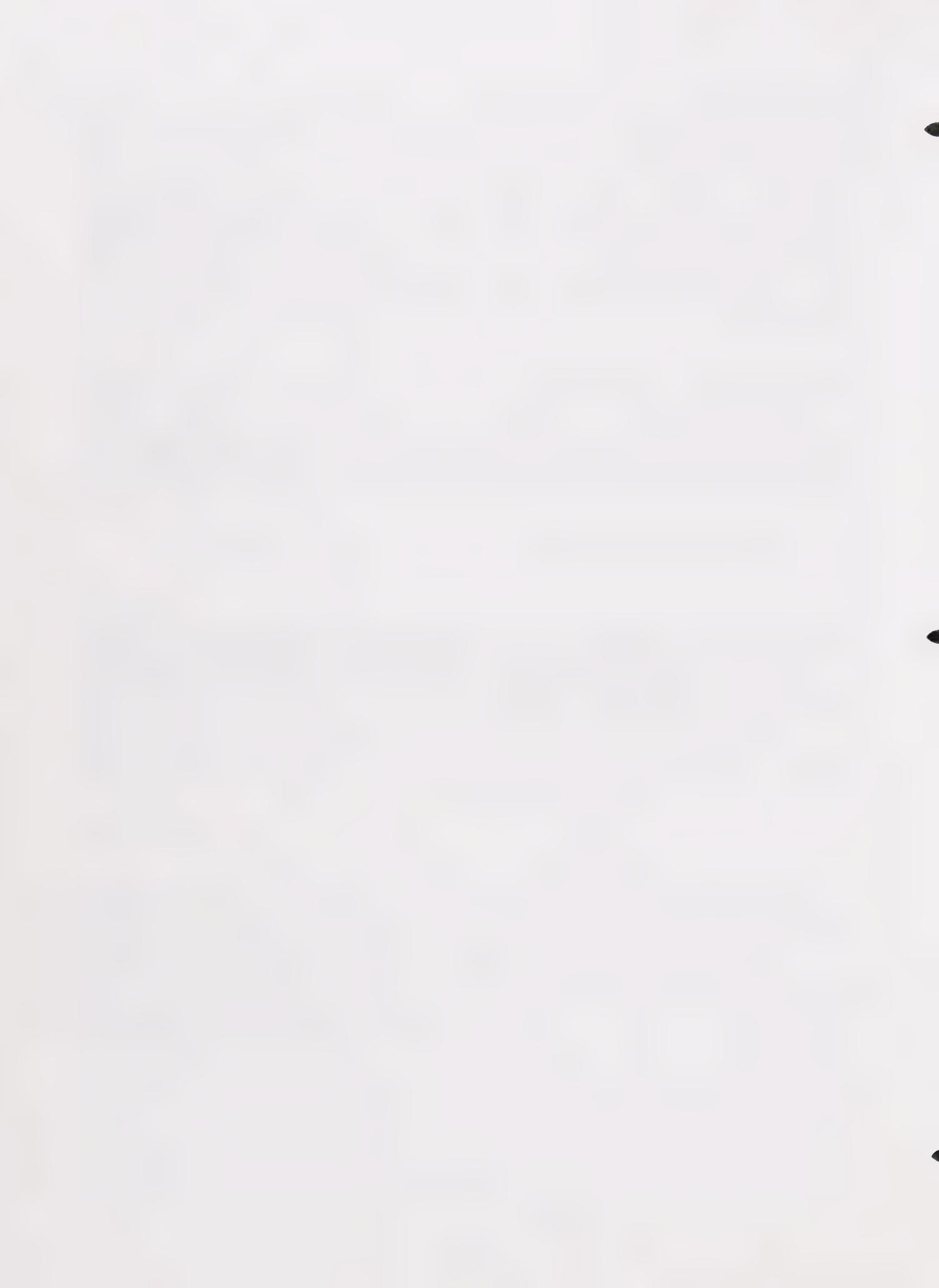
MITIGATION:

Existing General plan requirements and land use laws could adequately mitigate the potential impacts of the RCP on recreational facilities. Local land use planners should require the coordination of adequate recreational facilities with proposed projects. Developers may be required to provide the facilities or pay a proportional fee in lieu of. Incentives could also be provided to non-governmental organizations to participate in the development and maintenance of recreational facilities.

20. CULTURAL RESOURCES

IMPACTS

The RCP and its direct or indirect impacts are not expected to affect prehistoric, or historic archaeological sites, and heritage resources. Induced changes in urbanization patterns may have some impacts, but they are not expected to be significant because of federal, state, and local protection in effect for such resources.



SUMMARY OF POTENTIAL IMPACTS & MITIGATION MEASURES

TOPIC	IMPACT	MITIGATION
• (1) Earth	<ul style="list-style-type: none"> ● RCP policies may affect topography and ground relief features due to changes in development patterns. 	<ul style="list-style-type: none"> ● This impact should be reduced with proper review in permit procedures.
• (2) Air Quality	<ul style="list-style-type: none"> ● RCP policies may negatively impact air quality due to operation of emission control equipment and PM₁₀ control during facilities construction. 	<ul style="list-style-type: none"> ● More stringent measures, accelerated schedules of current measures, and market strategies should be included.
• (3) Water	<ul style="list-style-type: none"> ● RCP policies may affect absorption rates, drainage patterns and the rate and amount of surface runoff due to changes in land use development patterns. ● Some policies in the RCP may impact existing water supply and quality. ● Ocean ecology may be affected by policies in the RCP if desalination becomes a primary source of potable water. ● Some policies of the RCP may expose population to water-related hazards. 	<ul style="list-style-type: none"> ● Mitigation should include: intensified conservation, water-efficient equipment, wastewater recycling and irrigation with non-potable water. ● The design of drainage facilities should include water retention basins. ● The State Water Project should be increased. ● Feasibility studies for desalination plants should be developed.

SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES (cont.)

TOPIC	IMPACT	MITIGATION
● (4) Plant & Animal Life	<ul style="list-style-type: none"> Some RCP policies may induce loss of agricultural land through agricultural-urban conversions. RCP policies may induce encroachment into Open Space areas used for wildlife species of plants and animals. 	<ul style="list-style-type: none"> Government entities should enforce State and Federal laws protecting biological resources. Corridor alignment design should avoid sensitive habitats where feasible. Local General Plans should include policies to protect and manage biological resources.
● (5) Noise	<ul style="list-style-type: none"> Implementation of RCP policies may increase noise levels proportional to increase in population and economic activities. 	<ul style="list-style-type: none"> Requirements for noise barriers and buffers could be required for transportation corridors and facilities.
● (6) Light and Glare	<ul style="list-style-type: none"> Some RCP policies may increase light and glare impacts due to more solar panels and dishes. 	<ul style="list-style-type: none"> Development, design and construction standards can mitigate this impact.
● (7) Land Use	<ul style="list-style-type: none"> Implementation of the RCP will alter current and future land use patterns in the region. 	<ul style="list-style-type: none"> Impacts are expected to be positive. No mitigation is necessary.
● (8) Natural Resources	<ul style="list-style-type: none"> Some policies of the RCP may cause indirect impacts on natural resources and land area needed for new facilities such as landfills, retention basins, etc. 	<ul style="list-style-type: none"> Impacts are expected to be positive in the long term. No mitigation is necessary.

SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES (cont.)

TOPIC	IMPACT	MITIGATION
<ul style="list-style-type: none"> ● (9) Risk of Upset 	<ul style="list-style-type: none"> ● Some RCP policies may increase hazardous waste (HW) due to increased activities and may expose people to fires, explosions and accidental spills. 	<ul style="list-style-type: none"> ● Enforcement of existing laws for disposing, transporting and handling of HW, could adequately mitigate potential risk of upset.
<ul style="list-style-type: none"> ● (10) Population 	<ul style="list-style-type: none"> ● The RCP will influence the location, and distribution, of population in the region thus impacting growth and density patterns. 	<ul style="list-style-type: none"> ● Impacts are expected to be positive in the long term. No mitigation is necessary.
<ul style="list-style-type: none"> ● (11) Housing 	<ul style="list-style-type: none"> ● The RCP may influence location, density and distribution. 	<ul style="list-style-type: none"> ● Impacts are expected to be positive. No mitigation is necessary.
<ul style="list-style-type: none"> ● (12) Transportation / Circulation 	<ul style="list-style-type: none"> ● RCP policies may improve mobility. 	<ul style="list-style-type: none"> ● Impacts are expected to be positive. No mitigation is necessary.
<ul style="list-style-type: none"> ● (13) Public Services 	<ul style="list-style-type: none"> ● Some policies that affect distribution, location and density of growth may impact the demand for public services. 	<ul style="list-style-type: none"> ● Responsible agencies should coordinate growth with services and facilities.
<ul style="list-style-type: none"> ● (14) Energy 	<ul style="list-style-type: none"> ● Some RCP policies may impact the demand for alternative fuels, fossil fuels, gas and electricity. 	<ul style="list-style-type: none"> ● Impact is expected to be beneficial. No mitigation necessary.



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SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES (cont.)

TOPIC	IMPACT	MITIGATION
<ul style="list-style-type: none"> ● (14) Energy cont. 	<ul style="list-style-type: none"> ● Implementation of the RCP policies may create a demand for additional facilities which may force expansion of current services. 	<ul style="list-style-type: none"> ● Implementation of existing conservation measures and public education on energy efficiency will reduce the demand and thus, the need for additional facilities.
<ul style="list-style-type: none"> ● (15) Human Health 	<ul style="list-style-type: none"> ● Some RCP policies may expose people to higher toxic and non-toxic air emissions. 	<ul style="list-style-type: none"> ● Education for workers who handle or transport hazardous materials should be mandatory.
	<ul style="list-style-type: none"> ● RCP policies may increase the exposure of population to EMFs if the demand for electricity increases. 	<ul style="list-style-type: none"> ● Local land use planners should consider potential EMF effects when siting uses adjacent to power plants or along transmission lines.
<ul style="list-style-type: none"> ● (16) Aesthetics 	<ul style="list-style-type: none"> ● Some policies may call for development of scenic areas. 	<ul style="list-style-type: none"> ● The RCP should contain policies for the preservation of unique scenic areas.
<ul style="list-style-type: none"> ● (17) Recreation 	<ul style="list-style-type: none"> ● Some RCP policies may increase the need for recreational areas. 	<ul style="list-style-type: none"> ● Existing General Plan requirements and land use laws could adequately mitigate potential impacts of the RCP on recreational facilities.
<ul style="list-style-type: none"> ● (18) Cultural Resources 	<ul style="list-style-type: none"> ● No potential impacts are expected. 	<ul style="list-style-type: none"> ● No mitigation is necessary.